



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY,
(INCORPORATED.)

VOL. XVII.

CHICAGO, ILLINOIS, DECEMBER 15, 1898.

No. 6.

ONE DOLLAR PER ANNUM
SINGLE COPY, TEN CENTS.

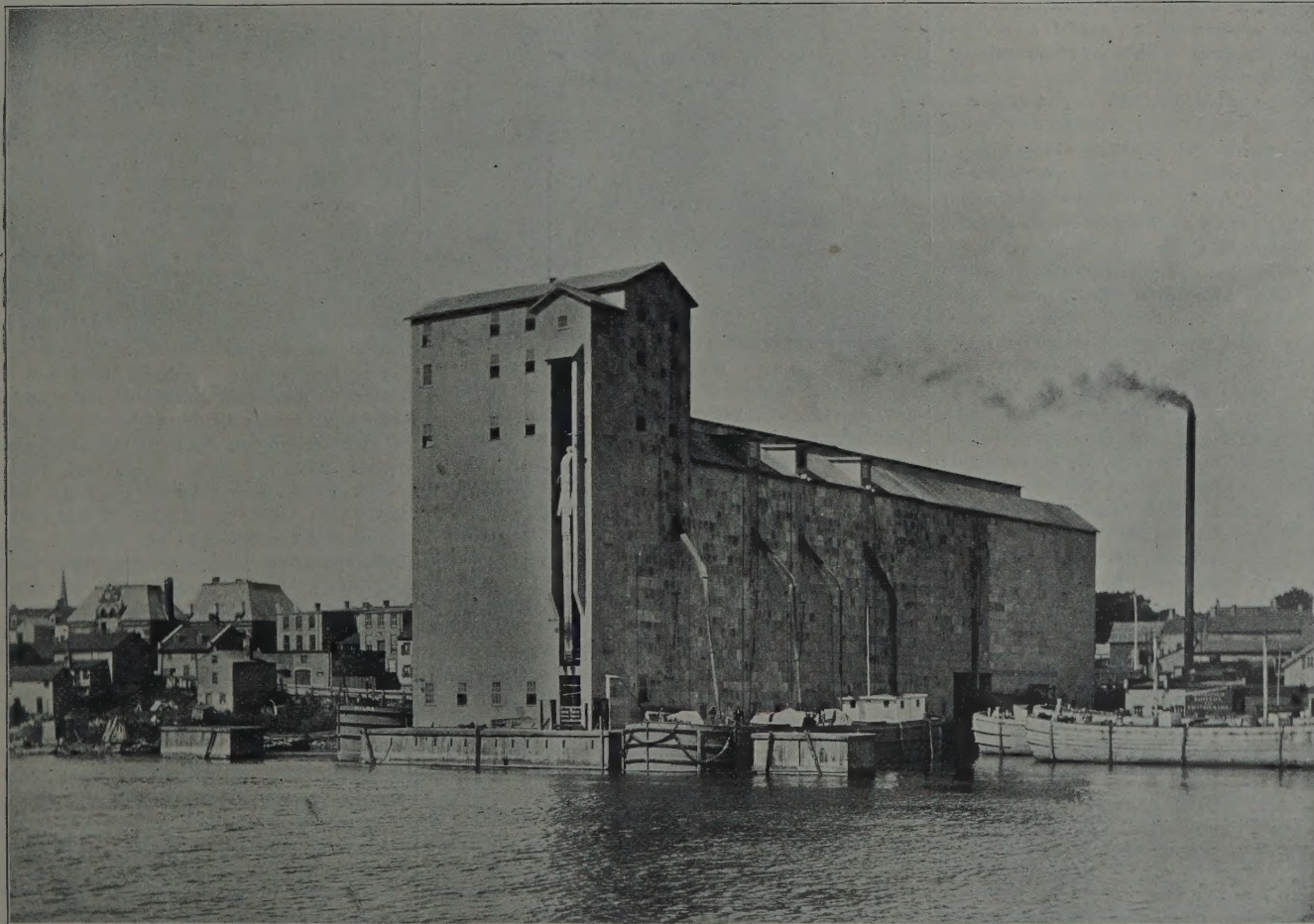
THE PRESCOTT ELEVATOR.

The city of Prescott, Ontario, is located at the extreme limit of the deep water navigation on the St. Lawrence, from the lake end of that magnificent stream. It is thus an important point in the water

During the season of navigation the house is used chiefly for the transshipment of grain from lake steamers to the barges which navigate the 9-foot channel between Prescott and Montreal, a distance of 110 miles, 43 of which is canal, the time occupied by barges in making the trip from Prescott to

Boston, Portland and St. John, New Brunswick.

The elevator is 72 feet wide by 280 feet long, and has a storage capacity of 1,000,000 bushels. It is built out into the river on pile foundations, surmounted by concrete piers and masonry. The depth of water at the front of the building is



VIEW OF PREMISES OF THE PRESCOTT ELEVATOR-COMPANY, LTD., AT PRESCOTT, ONTARIO, CANADA.

route of grain from the West seeking export via Montreal and American Atlantic ports. In order to handle the grain taking this route, the elevator shown in the fine picture above was built in 1893 for the Prescott Elevator Company, Ltd., by J. A. Jamieson, engineer and contractor and superintendent of elevators for the Canadian Pacific Railway.

Montreal being 36 hours. The storage capacity of the house is also used at this season for storing export consignments pending the arrival of ocean space at Montreal. During the winter months, however, the elevator is used as a point for distributing grain to millers in the vicinity and for transshipping grain for export through New York City,

20 feet, and at the sides, where barges are loaded, fourteen feet.

The marine leg, which is 45 feet long and hangs on a boom, has a capacity of 12,500 bushels per hour. It is contained in the marine leg tower attached to the front of the elevator, which also contains the winches and machinery for operating the

leg, as well as the power shovel machinery. The marine leg discharges inside the elevator into either of the two inside legs, each of which has a capacity of 15,000 bushels per hour, whence the grain is elevated to the scales, where it is weighed and distributed. The lofter legs discharge into twin scales of 30,000 pounds' capacity each, to the hoppers of which are attached revolving spouts. These revolving spouts are counterweighed, so that the weighman, simply by turning a handwheel, can distribute the grain to any of the high storage bins, or to the conveyors, without leaving his scales. The height of the tower, or cupola, is 132 feet from the top of the cap stones.

The storage portion of the elevator consists of 90 bins each, 12x18 feet in size and 10 feet deep, and has a capacity of 10,000 bushels. In addition to these there are 14 high storage bins under the cupola, with capacities ranging from 2,000 to 6,000 bushels each. On the bin floor, and over the bins, are two 36-inch conveyor belts, running the entire length of the elevator. Each has its own improved self-moving grain tripper, by means of which grain can be deposited into any bin desired. Corresponding belts are placed under the bins in the basement, discharging into traveling hoppers for collecting the grain for shipment. On each side of the elevator there are four shipping bins of 1,500 bushels capacity each, to which are attached swinging iron shipping spouts 70 feet long, for delivering grain to barges. These spouts are fitted with telescopic revolving ends, with turned up points, and will throw the grain into any part of the barge. In addition to these, there are two car shipping bins, fitted with bifurcated spouts, one on either side of the elevator. A double track runs through the elevator on the land end, and grain can be loaded into cars at the rate of 20,000 bushels per hour.

Power is transmitted by means of a six-rope drive, which runs under the side wharf from the power house out to the main line shaft in the basement under the tower, off which all the machinery in the elevator is run. The lofter legs are driven direct from the main line shaft by means of Jamieson's Independent Leg Drive, which does away with the necessity for line shafting above the bin floor. Rope transmission, with friction clutches for applying the power, is used throughout. The power house, which is situated at the side of the elevator and distant therefrom sixty feet, is a brick building 40x50 feet in size. The power plant consists of a Payne Corliss Automatic Cut-off Engine running 175 revolutions per minute, with condenser and developing 300 horse power; steam is taken from two 60-inch by 16-foot tubular boilers. There is in this room also a steam pump for fire protection, having a capacity of 300 gallons per minute. It is connected with a standpipe running the entire length and height of the elevator, which is tapped at suitable intervals and fitted with 50-foot lengths of hose, with brass nozzles. Additional fire protection is provided by barrels filled with brine placed at convenient points throughout the building, with stands of fire pails. The power house contains also the electric machinery, the elevator being lighted from an independent electric light plant, with a capacity of 100 lights. The smokestack is of steel plate, three feet in diameter by eighty-three feet high. The entire power plant was furnished by the William Hamilton Manufacturing Co. of Peterboro, Ont., and the elevator machinery by John McDougall's Caledonia Iron Works of Montreal.

The elevator as originally built had a capacity of 500,000 bushels only; but the volume of business offering necessitated the addition of another half million bushels' capacity, which was effected by extending the house rearwards from the river. It handled this season over 6,000,000 bushels of grain.

In addition to the elevator, the Prescott Elevator Company operates a line of barges between Prescott and Montreal for the purpose of transshipping grain to Montreal en route for export. These barges are built of steel, with bottoms of rock elm six inches thick, and have a capacity of from 25,000 to 35,000 bushels each on a nine-foot draft.

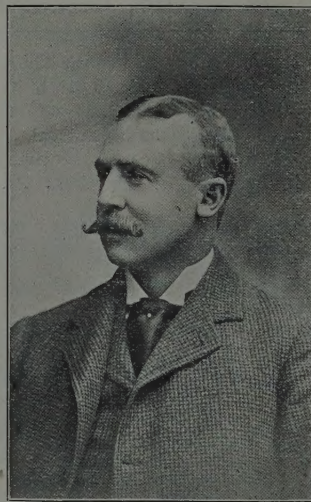
The location of this elevator at the foot of lake

navigation and its proximity to Montreal, together with the excellent facilities provided for handling and storing and moving grain, combine to make Prescott a most valuable and important adjunct to the St. Lawrence route. And Prescott's present importance as a transshipping point will no doubt be permanent, at least until the much-discussed enlargement of the Canadian canals to take lake steamers shall make such handling en route from the West to Montreal unnecessary.

JAMES R. DALTON.

The portraits of representatives of well-known commission houses which have been published hitherto, in connection with this series, have been of traveling men who for the most part spend their time in visiting the dealers of Illinois. We present this month a likeness and sketch of a well-known traveling representative whose territory is almost exclusively confined to Iowa and Minnesota.

James R. Dalton was born in Massachusetts. He removed to Chicago when quite young, and attended the public schools at that place. After leaving school he engaged with a wholesale boot and shoe firm of Chicago, and remained with it for several years. He then moved to South Dakota and here his first experience in the grain trade was gained



JAMES R. DALTON.

as manager of a Farmers' Elevator Company in that state. A short time after he took charge of an elevator for Hodges & Hyde, now the S. Y. Hyde Elevator Co., of La Crosse, Wis.

He resigned this position to accept the place of traveling representative for Rosenbaum Bros. of Chicago, with whom he remained for a number of years. Upon severing his connection with this firm he accepted a position with Gerstenberg & Kroeschell of Chicago, and traveled for this firm through the western states until July, 1897, when he formed a copartnership with P. H. Eschenburg, to engage in the grain and seed commission business, under the firm name of Eschenburg & Dalton. As a member of this firm, Mr. Dalton has continued a close association with the shippers of Iowa, Minnesota and Illinois.

Mr. Dalton, in point of experience, is one of the oldest traveling men representing Chicago. There are few who have a larger acquaintance among the grain shippers, while his success is evidence of his sterling qualities and popularity. His practical experience in every branch of the trade, as well as his congenial personality, have made him a welcome visitor among country grain buyers.

The total average price for a bushel of wheat during the calendar year of 1897, according to the reports of the agricultural department, was 80.8. The highest average was paid in South Carolina, 118, while in New Hampshire the average price was 110, in Texas 89, Tennessee 95. The lowest average prices prevailed in Utah and Washington, 68.

THE INTERNAL REVENUE AND THE GRAIN TRADE.

[From a paper read by A. E. Clutter before the Grain Dealers' National Association meeting in Chicago, Nov. 4, 1898.]

The stamp tax, while it falls extremely heavy upon us, who have to pay on the check to get our money from bank, then to the express company to send our money out to country stations, then on the telegrams to sell the grain, and on our drafts to get the money again. But while this is heavy upon grain dealers as a class, we don't complain, for the reason that we think the results of the war justify all it cost. An ever-disturbing feature in Cuba, and one which would have dominated the politics of both parties until settled, seems now in a fair way to become so, and several millions of people given a chance, if they will, to enjoy life and liberty and the results of their toil free from oppression and tyranny. The glorious result of a united North and South and the good feeling of the masses, possibly excepting "yellow-kid" journals and some politicians, and the diversion of the people from that unrest which pervaded certain sections where labor had grievances, is another feature to be devoutly thankful for.

But the great joke of the revenue bill was the desire of a majority of congressmen to saddle this tax upon the corporations, railroads, express companies, telegraph companies and banks; but with the exception of the railways, the other corporations have shied it off on the general public; and the very congressmen that voted for it, apparently with that motive, have to hunt up their pennies every time they send a message or express their old clothes home to their poor relations, or send on flowers to adorn the casket at the funeral of some ward heeler.

IMPORTANT NEW ELEVATORS.

The Union Elevator at St. Louis, which was burned in January last, has been rebuilt, and was opened for business on December 1. Its storage capacity is 1,250,000 bushels, and it has facilities for handling 150 cars per day. This elevator, which is owned by the Consolidated Elevator Company of St. Louis, was originally built in 1881, at a cost of \$350,000, coming into the hands of the Consolidated Elevator Company in 1897. Although the first grain taken into the house was wheat, it will be used chiefly to handle corn entering St. Louis over the Burlington system.

The Louisville & Nashville road has just completed at Pensacola a very complete elevator and wharf for the grain export trade. The warehouse is 314 feet long by 50 feet wide, and stands on a wharf 2,600 feet long by 145 feet wide.

The work on the Great Northern Elevator at Seattle is progressing rapidly. While President Hill is credited by Seattle papers with the opinion that bulk shipments will prove an important factor in the future of grain handling on the Pacific Coast, and that he is working along that line in building an elevator system at tidewater, and at interior stations along the Great Northern, the old seamen have but little faith in the success of the bulk grain shipment idea. They recall the fact that several years ago the old Northern Pacific Elevator Company championed the same cause, and started out to revolutionize the system of coast grain exports. Several vessels, about nine years ago, took one-third cargo each in bulk, and the experience at that time was sufficient to convince exporters that the scheme was impracticable under present conditions. The danger of the cargo's shifting and heating make insurance too high to be profitable. The cost of sacks to the farmer is about three cents a bushel, while the sack after use sells for enough to offset one cent a bushel; and besides, sacked wheat commands a premium at many European ports, so that it is doubtful if the saving will defray increased charges. When the Nicaragua Canal is opened, the old seamen say Mr. Hill's plans will be feasible, but in the opinion of shipping men it is more than questionable if they are now.

BUCKET-SHOPPERS HIT AGAIN.

The notorious W. R. Hennig & Co., bucket-shop operators at Chicago, have been again hard hit by the prosecution of John Hill. Hennig & Co. had been operating in Chicago for several years, and prosecutions against them have been in court since 1896. The first step was to raid them by the police, but an injunction was obtained by them temporarily stopping the raids; but this was ultimately dissolved. In 1897 they were indicted in several counties in Iowa, but through Governor Tanner's refusal to extradite they escaped trial. Finally they were indicted in Cook County, and last July they were found guilty and fined. They then went out of business; but they had still to answer to a charge of using the mails to defraud. To this charge, on December 2, they pleaded guilty before Judge Peter S. Grosscup, who fined Oliver R. Stratton (formerly a member of the firm, who withdrew after prosecution began) \$100, and Wm. Chandler, an employee, \$250. Thomas Gibson and W. R. Hennig, the principals, were each fined \$500, and each was ordered imprisoned for nine months, Gibson in the Livingston County jail at Pontiac and Hennig in the La Salle County jail

mission agents, while the evidence showed that they handled the deals direct. Mr. Cummins' objection was overruled; and thereafter the firm's defense was that they did a straight business as dealers and not as commission men. Mr. McHie and the other members of the corporation took the stand in their own behalf and testified that they were in a similar business to that of the Chicago Board of Trade, though they denied all connection with that institution, and insisted they had the right to deal in grain, stocks and bonds on their own account, and that though in a majority of instances in which trades were made there was no delivery, it was because their customers did not desire a delivery and not because they were not ready to fill them on demand.

NEW ELEVATOR FOR ODEBOLT, IOWA.

This is a "Seeley" house, of course. It has the Seeley roof and cupola gables, which give character to the building and relieve the sky-line of the dead monotony of the geometrical line. The interior is also, as we shall see, convenient and modern.

This building, which has just been completed at

detached from the elevator building, thereby securing the lowest possible rates of insurance by reducing to a minimum the possibility of fire.

The plant was designed and constructed by the well-known firm of elevator builders, Seeley, Son & Co. of Fremont, Nebr., under the immediate supervision of the "Two Eds," Culbertson and Forney.

NEW ELEVATOR LAW FOR MINNESOTA.

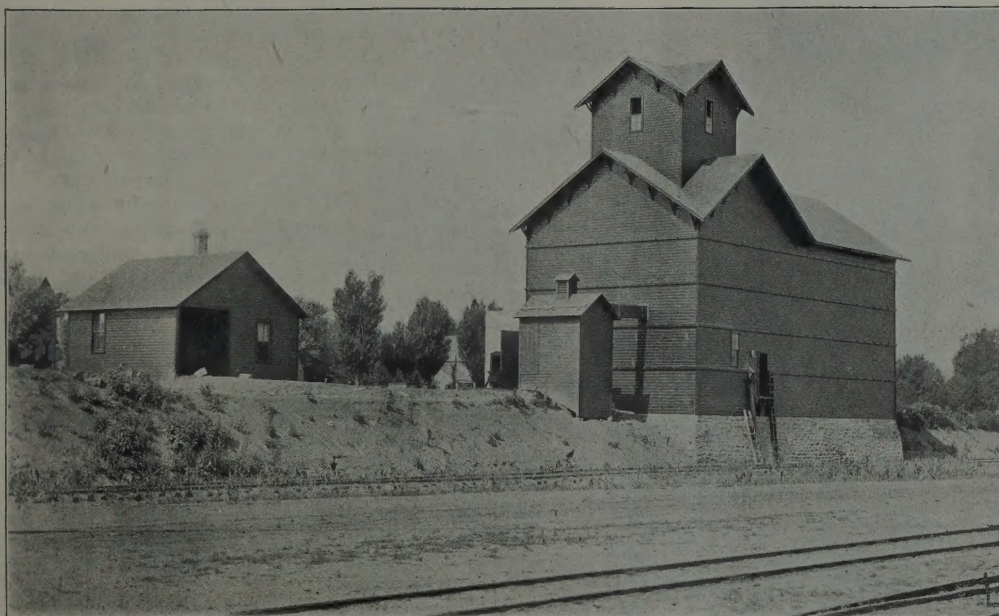
It is announced in Minnesota that Railway and Warehouse Commissioner Kingsley is drafting a new law governing the erection of grain elevators on the right of way of railroads in that state. The present law requires that if the railroad objects to the erection of an elevator on its right of way, the petitioners shall present their case to the district court, by whom the petition will be passed upon on its merits, the railroad having the right to dictate the location and size of the elevator to be constructed. Under the terms of the proposed new law, the petitioners for an elevator may appeal directly to the railway and warehouse commissioners, who will make their findings and protect all parties, either side to have the right to a review by the district court. In such petitions for review the commissioners will be the respondents and the attorney-general will be required to defend the case; and to avoid delay the petitioners will be authorized to erect their elevator after executing a bond with sureties, placed on file with the clerk of the district court, that they will pay the compensation finally awarded. The petitioners will not have to go to the expense of employing a lawyer, and the railway commissioners will file their findings within five days after the hearing.

SUBSTITUTES FOR GRAIN.

Among the various queer subjects which have been investigated by the United States consuls from time to time, we have the recent reports on the use of nuts as food in various parts of the world. In America nuts are coming into greater favor year by year, as the forests disappear, and these dainty gifts of nature threaten to disappear through man's profligacy; but the pecan, the peanut, the chestnut, the walnut, etc., are still regarded as luxuries, when eaten at all, rather than staple articles of diet. In some respects, this is rather surprising; because nuts are in themselves a wholesome and valuable food, and when properly cured are dainty and palatable additions to the bill of fare of any table, however richly laden. Moreover, the medical men have come to be agreed that nuts contain a peculiar kind of fat and natural salts, which make them especially adapted for old people and others, especially when they are taken in the form of emulsions or as purees.

In the old world, however, where waste has long since been coupled with want, the nut is a regular crop, so to say, especially in many parts of France, and in Italy, where nothing edible is wasted. Here the chestnut is a prolific and important crop which is eaten in fall and winter both by man and beast. Everywhere on the Continent, where the chestnut is grown, the poorer classes use it freely as a substitute during the season for bread, the nuts being cooked and pulverized and eaten baked as a bread, so-called, or a stew—puree. As an animal food, the chestnut is an excellent substitute for corn and other forage, being both cheap and fattening.

In other parts of Europe where walnuts are plenty, these also are largely consumed by the poor in place of meat, for which they are a good substitute, being very rich in fats and others of the characteristics of meat. Other nuts used as food are the almond, hazelnut, or filbert, and the peanut. The European peanut is very inferior in size and value to the American product, however. In all those countries where nuts are abundant, they are largely used by the farmers for fattening hogs especially, and in so far at least, nuts displace American corn.



ELEVATOR OF THE TRANS-MISSISSIPPI GRAIN COMPANY AT ODEBOLT, IOWA.

at Ottawa, Ill. It is believed these sentences will have a very depressing effect on the bucket-shop industry in Chicago, where there are now not over a dozen shops in action, of which only two or three are of any importance.

A similar case heard in Des Moines, Iowa, resulted in a mistrial December 3, when the jury disagreed. Sidman McHie, Wm. A. McHie and J. F. Southard, said to be of Chicago, alleged to be bucket-shoppers, were on trial in the Federal Court for alleged use of mails to defraud. The defendants operated as the Central Grain and Stock Exchange. Frank C. Williams, the defendants' telegraph operator and clerk, testified that the Exchange would take deals on telegraphic orders from country buyers, who gave margins to the Exchange, acting as agents. But that, instead of going on the market with the deals, the Exchange would take them in its own name, and when the market fluctuated would close out. It was shown that the men were not members of the Chicago Board of Trade. Postoffice Inspector Mayer of Chicago testified that he examined the mail deposited in the postoffice at Chicago by the Central Stock and Grain Exchange one day last September, and that this mail consisted of a great many circular letters, some of them to Iowa. Hon. A. B. Cummins, attorney for the defendants, objected to the introduction of the circulars and letters used to advertise its business. The prosecution claimed these letters would show that the defendants advertised as com-

Odebolt, Iowa, for the Trans-Mississippi Grain Company of Omaha, Nebr., is 30x60 feet in size and has a storage capacity of 50,000 bushels. The elevator proper is a regular "Seeley" house, thirty feet square, and is equipped with two wagon dumps, two stand of elevators, a Barnard & Leas Warehouse Separator, and hopper shipping scales. There are seven storage bins, two shipping bins and two stock bins for feeding the separator, besides a large cleaned-grain sink under the separator, discharging into either of the two stand of elevators, and the dump sinks.

The elevator legs, which are constructed of two-inch plank, are built entirely independent of the building and support the shafting, so that the settling of the building does not throw the shafting out of line. This is a very important feature, as an elevator is continually changing as it is loaded and unloaded. This arrangement, as well as numerous other essential features, are protected by letters patent, owned by the builders.

The bins are all hoppers so that every particle of grain will discharge freely; and the shifting of all operating parts of the elevator is brought within easy reach of the man at the wagon dump, thus reducing the item of labor to a minimum.

Grain is distributed to the storage annex bins and returned to the elevator boots by means of two 12-inch spiral conveyors. The power is supplied by an Otto Gasoline Engine, of 15 horse power, actual, which is set in a brick engine house

WHAT ONE ASSOCIATION HAS DONE.

[From a paper read by Geo. A. Stibbens, secretary of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri, at the annual meeting of the Grain Dealers' National Association at Chicago, Nov. 4, 1898.]

You ask, What has the Union done for the regular dealers? It has created harmony and friendship among them. It has placed the grain business on a profitable basis. It has taught the dealers that one man cannot buy all the grain in one country. It has taught them that their competitors are not all rogues. It has taught them that when they have any differences with their neighbor, they must make some concession in order to adjust them. It has demonstrated to the dealers that they learn something at our meetings.

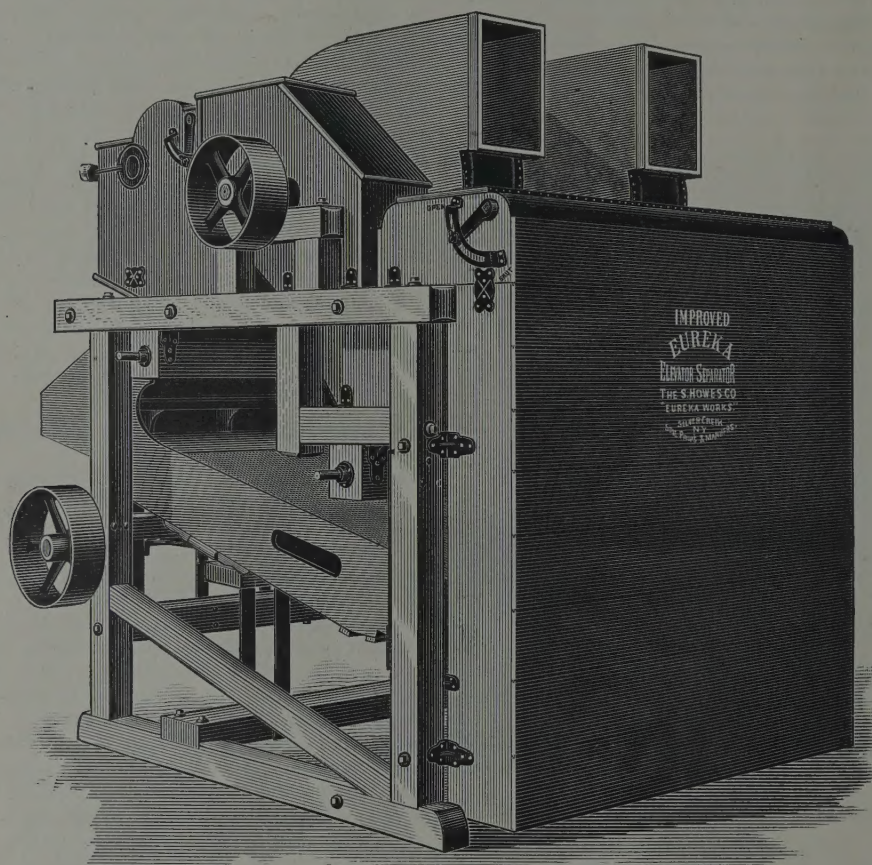
The members of this Union have shown the receivers that the majority of dealers are honest. A country grain dealer must of necessity be honest,

it behooves us to learn, as quickly as possible, who are against us. Before grain associations were organized a young man, vigorous and strong, might have appealed until his head was snowy white to track buyers to stop bidding "scalpers," but his efforts would have been in vain. The reason receivers recognize us now is we are organized. Do away with the present organizations, and in less than six months the grain trade will drift back into the same old demoralized rut.

THE S. HOWES CO.'S NEW ELEVATOR SEPARATOR.

The improved Eureka Elevator Separator illustrated herewith is a giant among its kind, some of them now in operation reaching the enormous capacity of 4,000 bushels an hour.

Among the distinctive and, we may readily presume, meritorious features of this new separator are its two separate fans, making four distinct



THE NEW IMPROVED EUREKA ELEVATOR SEPARATOR.

for the very minute his customers suspect unfairness in his dealings his business is ruined, and he can never outlive it. I know country dealers who have done business at one station for fifteen to twenty years; but it would have been impossible for them to have remained so long had they dealt unfairly with their customers.

It strikes me that commission firms and track buyers should encourage association work and support it in every manner possible, because associations have a tendency to drive dishonest dealers out of the business and brings the receivers' risk down to the minimum. In years passed, when a receiver paid a draft he was not always sure the grain would pay out, and very often he had an account against a dealer who would not make it good. To-day we find very few dealers who will not pay an overdraft, and this has been brought about largely by association work.

Occasionally we find a receiver who has no use for grain associations, and they tell us so. When you find a receiver of this class you will find one who desires to do business with "scalpers." We desire to state plainly that members of associations will do no business with receivers who buy or receive grain from "scalpers" or irregular dealers. The receiver is with us or against us; and

suction separations as well as four sieve separations.

The counterbalance shoe gives it a smooth and steady running action. It is dustless and light running, in proportion to its capacity, and as to its mechanical construction and durability, it should be sufficient to say that it bears the well-known Eureka trademark.

The S. Howes Co. of Silver Creek, N. Y., are prepared to refer to a goodly number of these machines now in operation in large houses, and also to give full details as to its operation, capacity, etc.

THE STANDARD EAR OF CORN.

The Illinois Corn Growers' Association, which was recently organized at Springfield, Ill., to push the corn food propaganda, has formulated the following as the "standard perfect ear of corn": "A perfect ear of corn should be 10¼ inches in length, 7½ inches in circumference; should yield 90 per cent grain, cylindrical in form, and should carry its size the entire length, except near the point, where it should taper slightly, well filled out at both ends."

Now's a good time to renew your subscription.

ELEVATOR FIRES.

The persistence with which the ruins of grain elevators hold fire is illustrated by nearly every great disaster of that character; yet the fact is perennially interesting for all its frequent recurrence. The Toledo horror is a daily reminder of it to that city, whose sixteen victims have all been rescued only after sixty days or more. At Carthage, Mo., the fire department was recently called on to extinguish flames in the ruins of an elevator burned more than a month previous. Again, at Chicago, in November, more than two months after the Air-Line elevator fire had been officially declared extinguished, fire was seen sufficiently menacing in character to call up the fire boat to again drown it out by pouring upon it water from the river in torrents and doing this repeatedly. And yet there was comparatively little grain in the Air-Line when it was burned.

The Air-Line episode recalls to Chicagoans the story of the old National elevator which was burned October 8, one night before the great event of October 9, 1871, which nearly obliterated the memory of all other fires by its fearful magnitude. The National was only a small house, not half the size of the Air-Line, yet when it burned, four blocks bounded by the river, Adams, Van Buren and Clinton streets, were burned over with it. The great fire came next day and created so many acres of other ruins that only casual attention was paid to the hole which the National had once covered. But there was fire there continuously for months and months. It is said that on the second anniversary of the great fire one of the officials of the Alton lighted his cigar at the blaze and remarked "that the vestal virgins were attending to their job all right." In the spring of 1874, over two and a half years from the time the elevator was burned, the debris was removed to make room for a new building, and then it was necessary to keep continually wetting the stuff before it could be loaded on the carts. A red-hot fire, the local historian says, was uncovered in the center of the pile and a vast amount of grain was unburned. The water from the engine hose and the rains and melted snow which found its way to the interior was soaked up by the grain before it reached the center and combustion was thus retarded until the grain gradually dried out, when the wetting process would be repeated and each time the mass would become firmer and less porous, which naturally made combustion slower. If the rubbish had not been removed it might have been burning yet.

A BEAN ELEVATOR.

Eaton County, Michigan, is famous for its beans, which are marketed in the main at Charlotte, where as much as \$150,000 a year is said to be paid out for the crop. There are three buyers in the city who, after buying from the farmers, are required to pay out a good deal of money for labor in picking over the stock. As many as 100 persons in Charlotte find employment in the season at this work.

The bean elevator of O. E. Packard of Charlotte, which has just been overhauled and improved, is a typical one of the bean type, perhaps. It is evenly warmed throughout and well lighted with natural light for the pickers, who on dark days and in the early evening, have also electric light to work by. The elevator has capacity for storing 5,000 bushels of beans, in addition to 15,000 bushels of grain.

The handling of the beans is quite interesting. As they are received from the farmers they are unloaded into a hopper, from which they pass to the cleaners. Being cleaned, they are elevated to the picking rooms and delivered through a system of tin tubing to the picking machines. Mr. Packard employs about 40 women to run the Wildt machines, one machine for each. The beans when picked, are carried below by machinery, and there sacked, each sack being sewed up securely by hand. Then they are conveyed to the car. The shipments are made mainly to Indiana, Ohio and western and southwestern points.

A NEW STEEL TANK ELEVATOR.

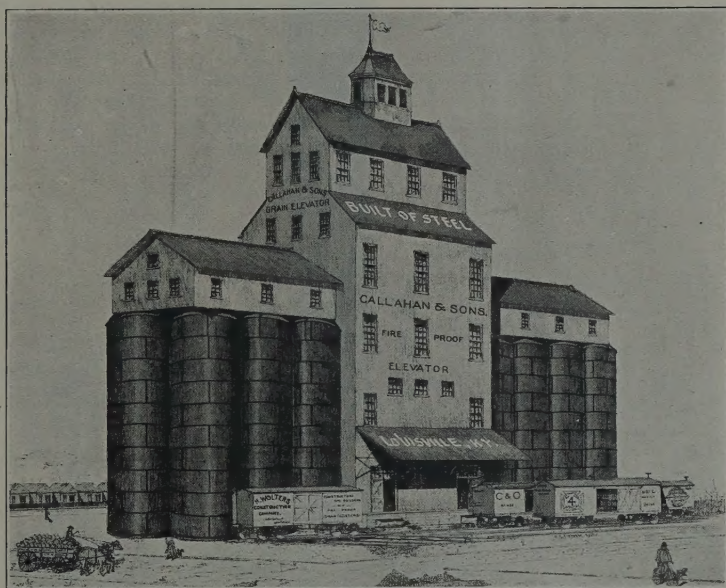
The steel storage tank elevator has come to stay, of course; no one has doubted that since the first one in practical operation demonstrated the advantages of the steel tank; but the designs of the buildings which accompany the tanks or the structural relations of buildings to tanks are subject to many modifications, as will occur to readers of the "American Elevator and Grain Trade," who, in various previous numbers, have been introduced to certain constructions of the tank elevator, and who are now, in the picture herewith, shown still another variation of the type.

The elevator under present consideration is the Central Elevator of Messrs. Callahan & Sons (Inc.), receivers and shippers of grain, hay, flour, etc., at Louisville, Ky. The perspective is peculiarly interesting. The main building, in the center, reminds one of the ancient Dutch style of warehouse architecture, or the business buildings still to be found in the old commercial towns of Holland; while the two wings, high perched upon the groups of steel tanks, are very suggestive of those old and now almost deserted monasteries which cap so many of the perpendicular and practically inaccessible rocky cliffs of Thessaly. The structural material,

to facilitate sacking, and to hold temporarily single cars of grain. The house has two unloading doors equipped with power shovels of the latest design, unloading grain from cars into two receiving sinks of a carload capacity each. From these sinks rise two elevator legs, built of steel, each using a 22-inch belt, carrying 20x7-inch buckets. These legs have an elevating capacity of 6,000 bushels per hour. Each leg will have its individual hopper scale of 1,200 bushels' capacity, with recording beam.

The distribution of grain to the 14 storage tanks from the elevator heads and hopper scales will be by an 18-inch screw conveyor. The grain, as it discharges from the bottom of the tanks is again carried to the elevator legs by a similar conveyor. The scale beams will be brought down to the working floor, from which point, by means of an ingenious controlling device, all of the distributing conveyors and spouts leading from the elevator heads and hopper scales can be manipulated. The base of the hopper scales will be 50 feet above the ground level, so that cars of 1,000 bushels' capacity can be loaded in five minutes.

One feature of the erection of the hopper scales in this house merits praise. It is this: Particular attention has been given to supplying a solid foundation for the weighing hoppers. Heavy masonry



THE NEW STEEL TANK ELEVATOR FOR CALLAHAN & SONS, AT LOUISVILLE, KY.

however, which is steel throughout, making the building fireproof, and the rows of railway freight cars, with their mystic "4" and "C. & O.," etc., loading and unloading under the shadow of the iron cliffs, so to say, soon waken one from any dream he may be in of an architectural medley of medieval Dutch and Thessalian monastic types. We are forcibly reminded, rather, that to meet modern requirements of the grain business, which calls for cheap storage and the quick and economical methods of handling grain, the plan of the building to be described was decided on after much thought as one likely to meet those particular necessities. And this decision was reached only after the best wooden and steel elevators of the country had been visited and examined from every point of view; and the owners believe they will have, when this plant is finished, the best elevator of its class that it is possible to construct.

As will be seen by reference to the picture, the plant consists of 14 steel tanks, eight forming one wing and six the other. These 14 tanks hold approximately 6,000 bushels each, or 84,000 bushels in all. In the interstices of these two groups of tanks are five other steel tanks, which may be called "hanging" tanks, each of which holds 4,000 bushels. The latter tanks are properly hoppers and are high enough from the ground to discharge conveniently for sacking grain from them directly. The central building is the machinery, or handling, house. It contains, however, in addition to the machinery named, six large hexagon hoppers, designed

piers have been put in, on which the scales will rest, supported on steel girders, thus making an absolutely rigid foundation, which will be permanently so. It need not be remarked that in this particular the example set is a laudable one, since many an otherwise careful and desirable system of scale erection has been spoiled by imperfect foundations.

The grain cleaning machinery, oat clippers, etc., will be placed in the third story.

The arrangement of railway tracks also calls for special mention as a novelty. The space in front of the building has been arranged for three tracks, but at the end of the tract is a switch table for shifting cars. With this table and an ample car-puller, the elevator is able to handle its own cars to a large extent without being required to depend on the switch engine. Those who have had their experience with the ubiquitous but still uncertain yard engine for this work will appreciate the owners' feeling of independence through having control to so large an extent of their own switching facilities.

The plans for this house were made by H. Wolters, architect, of Louisville, while the steel work, which is now nearly completed, was furnished by the H. Vogt Machine Company of the same city.

It is estimated by reliable authority that at Thanksgiving 25 per cent of the corn crop of Iowa (268,672,000 bushels) was still in the field.

THE GRAND TRUNK TERMINAL AT PORTLAND, ME.

The report of Vice-president Joseph Price of the Grand Trunk system, made at the late annual meeting of the company, says that thirteen miles of new side track have been built at the company's terminal at Portland, Me., in anticipation of this winter's business.

The company's elevator there made its first season last winter, when 9,000,000 bushels of grain passed through it. At the middle of last November this house was filled with grain, and more than 150 loaded cars were standing on the siding waiting for action. This fact is probably father to the rumor that the company expects to build another elevator at Portland next spring and summer; for there was no intimation of such purpose in the late official reports. However, this rumor has been given currency since the annual meeting and the present congestion of grain at the terminal became acute.

The Allan Steamship Company, which will carry the grain exported from Portland, expect to load during December no less than 30 steamers, most of the grain being American grown.

The curious may be interested in the following paragraph from Vice-president Price's report, alluded to above. He says: "With modern rolling stock immense areas of land are required to feed a first-class railway like the Grand Trunk Railway with grain traffic. For example, the average crop of wheat is about 15 bushels per acre, except in Manitoba, where it is heavier. One of our 30-ton box cars has a loading capacity of 1,000 bushels; therefore, it takes about 70 acres of land to feed one box car; and as our new locomotives are capable of hauling 40 cars, it will be seen that to supply one of these trains takes the produce of no less than 2,800 acres of land. With the boundless extension of the great West, however, the railways are well supplied with tonnage."

THE FLOATING ELEVATOR AT HALIFAX.

The mechanics of Halifax, N. S., were rather previous in complaining because the contract for the floating elevator had been given to a firm of builders from another province. It turned out later that no contract had been let, nor, perhaps, is likely to be let at present.

When the Halifax deputation waited on the Minister of Railways and urged the construction, that official yielded and ordered the work done; but when the Halifax representative of the department received the order, instead of executing it, he made an elaborate report to the effect that the work would be useless, that the cost of getting grain from the cars into the barges and again from the barges by a floating elevator to the ships would be equal to, if not greater than, the ordinary way of carrying grain by sacks, or whatever way it is carried where there is no elevator.

So there the matter stands; for, as a local paper says, "no responsible minister would venture to face the House of Commons with a proposal to vote a sum of money for a project absolutely unauthorized by Parliament, and which he had gone on with in defiance of the report of his responsible manager."

BUFFALO'S SEASON.

Buffalo has closed substantially her record year for grain receipts, which amounted to 133,800,000 bushels to the end of November, as against 182,300,000 bushels last year. This total does not include 9,741,000 barrels of flour. During the month of November, when the rush was on, the harbor was well congested, and delays to shipping were frequent and annoying. The monster cargoes sent down from Duluth, running up to 200,000 bushels and more in a single 400-foot vessel, are profitable to their owners and a menace to the small craft, but they are at the same time more or less embarrassing to the elevators.

BANK HELD LIABLE FOR DELIVERY OF INFERIOR QUALITY OF WHEAT.

BY J. L. ROSENBERGER, OF THE CHICAGO BAR.

Among the recent startling decisions, particularly among those affecting the grain trade, a place in the front rank must be given that of the Court of Civil Appeals of Texas, in *Landa vs. Lattin*, reported in 46 Southwestern Reporter, 48.

According to the admitted facts of the case, a Texas party made a contract with a Kansas firm, through letters and telegrams, to ship to him 1,376 bushels of sound, sweet wheat, for which he was to pay \$1,005, the wheat to be loaded into two cars and sent "shippers' order." The requisite amount of wheat was shipped. The shippers procured bills of lading, which they indorsed, and with drafts upon the consignee attached thereto, turned over to a bank. The bank, on receiving the drafts, which were payable to its cashier, and the bills of lading, gave the shippers credit for \$1,005, less customary exchange, which money they drew out by their check. So far the record is but that of a most ordinary transaction.

But instead of the wheat shipped being sound and sweet, it was musty and of inferior quality, to the extent of 14½ cents a bushel, or to the total amount of \$199.52. This, however, the consignee had no opportunity of learning until he had paid the drafts, which had been forwarded for collection to a bank in his town, and had thus obtained the bills of lading.

Smarting under his loss, the consignee attached certain funds in Texas belonging to the bank that had cashed the drafts and had bought the bills of lading as above, and sought to hold it responsible. Could he do it? Could he hold anybody but the original shippers responsible? That was the important question of the case. And surprising though it be, the court ruled in his favor.

The court holds that the advancement by the bank first mentioned of the full value of the wheat, together with the fact that the bills of lading therefor issued by the railway company to the shippers were transferred by them to the bank, vested in the bank the superior title to the wheat. It says that the bank purchased the wheat in question from the shippers before its delivery to the consignee, and knew at the time that the wheat was not paid for by the consignee, and undertook to deliver the same to him—in effect, to carry out the contract which had been entered into between the consignee and original shippers of the wheat. As such purchaser, the bank acquired against the consignee no greater right in the property or shipment than that possessed by the original shippers; and, if it had sought to enforce against the consignee the contract entered into between the latter and the original shippers, it would have been charged with the same defenses that could have been urged if the contract had been sought to have been enforced between those parties, and could have been enforced against the consignee no greater right than that possessed by the original shippers. In other words, the court insists that when the bank purchased the wheat, it was substituted to the same rights and no more possessed by the original shippers: to enforce against the consignee the contract entered into between him and them; and by electing to reap the benefit of that contract, it became bound by it. That is to say, becoming owners of the wheat and undertaking to carry out the contract between the original shippers and the consignee, the bank enjoyed no greater rights and occupied its position charged with the same demands that could have been urged against the original shippers for a breach of the contract.

By reasoning in this way, the court comes to the conclusion that the bank, in becoming the owner of the wheat and undertaking to deliver it to the consignee, became responsible for the performance of the contract entered into between the latter and the original shippers and became responsible for the breach of warranty shown to have occurred.

The inconvenience to which banks may be put

and the manner in which commercial transactions with their customers may be affected by the rule announced in this case, the court says, are questions with which it is very little concerned, as it apprehends that the principles of law that would apply to individuals in dealing in transactions of this character would also apply to banks in dealing with their customers.

THE BEAN PNEUMATIC SPRAYER.

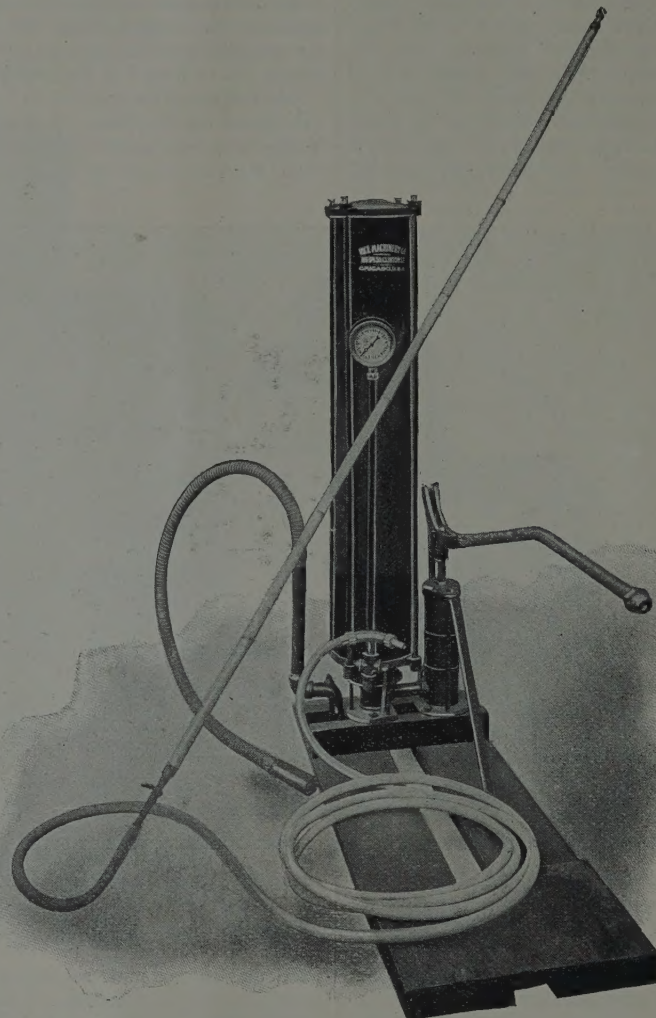
Elevator owners who must paint their buildings every so often, will be interested in the accompanying illustration, which represents the Bean Pneumatic Spraying Machine for spraying cold water paint, whitewash, or oil paints. The machine consists of a seamless steel cylinder 44 inches high by 8 inches diameter, with cast bottom and top secured with four stayrods, a hand pump attachment to

in connection handle a cold water paint for use in it. They will be pleased to give on request all information desired.

THE ELEVATOR COMPANIES CONSOLIDATING.

The absorption of country elevators by the companies operating "strings" of houses, still continues in the West and Northwest; and the following are reported during the past month:

From Manitoba, which is pre-eminently the land of large grain buying companies, covering wide stretches of territory, it is learned that the Manitoba Elevator Company, which owned nearly 40 elevators, has sold out to Bready, Love & Tryon and the Dominion Elevator Company for \$150,000. This is said to have been one of the largest deals of the kind ever recorded in the Canadian West.



THE BEAN PNEUMATIC PAINT SPRAYER.

furnish air, independent of an air compressor or other power, a ½-inch hose and an 8-inch bamboo rod to which an improved spray nozzle is attached, enabling the operator to reach ceilings of ordinary height.

To operate the machine, it is first charged with air to 50 pounds and then filled with liquid, compressing the air, which forces it through the hose and nozzle upon the surface to be coated. The great advantage claimed for this machine over all others which have been put upon the market for similar purposes, is that it is not simply a pump, but an independent air compressor, which enables one man to operate it to advantage, thus making the cost of maintenance just one-half that of any other machine.

The machine is tested to 1,000 pounds and cannot get out of order. At a recent test one man coated over 23,000 square feet of surface in three hours and ten minutes. The machine is arranged for double-hose connection, which gives it twice the capacity if desired.

The Rice Machinery Co., 166 South Clinton Street, Chicago, are general western agents, and

The Manitoba Company had been buying grain in the past at about 60 points.

The W. W. Cargill Company of Green Bay, Wis., which recently absorbed a string of houses in Iowa and Southeastern Minnesota, has purchased the L. M. Washburn elevator at Sturgeon Bay. This house has storage capacity of 40,000 bushels.

Thomas A. Morrison and Owen Thompson have purchased of J. H. Bowman & Co. fourteen grain stations, including ten elevators, on the Toledo, St. Louis & Kansas City (Clover Leaf), between Russellville, Ind., and Holgate, O., for a consideration of \$25,000. Their main office will be at Kokomo, Ind., in charge of Mr. Thompson, while Mr. Morrison will attend to the outside business.

The November storms were very severe on lake shipping, not less than a dozen grain-laden ships having been lost, wholly or in part.

Grain receipts for crop of 1898 at Fort William and Port Arthur to November 21 last were 4,500,000 bushels, compared with 8,250,000 for same period last year.

DULUTH AS A WHEAT MARKET.

True to their predictions, Duluth and Superior have up to December 1 distanced their competitors as a primary market for 1898 wheat, as well as again broken their own monthly wheat record by receipts in November of about 19,000,000 bushels of wheat and flour. Including 1,751,603 bushels of flaxseed, the total receipts for the month were 21,327,087 bushels, being greater by 2,000,000 bushels than in any previous month. The month's shipments were 20,519,821 bushels. The record day for track inspections, with one exception, was November 30, when 1,115 cars arrived. One day in 1895 about 1,200 arrived in one day. The Minneapolis Journal says: "While a dozen or twenty firms are heavy receivers on the Duluth board, the bulk of the shipping and export trade is in the hands of two houses, whose connections with the other side are close and profitable. To such an extent does machinery operate in the handling of grain and other commodities that the business of the port is done with no more hands than were a few years ago required when there was not half so much to be done. Wheat is unloaded from cars by machinery, weighed in, cleaned, raised to the bins, weighed out, and loaded into the ships, all with a few men standing by to watch that everything goes right. Electrically operated belts, screws, conveyors, elevators, dumps and the like, make the work practically automatic."

The following table gives the receipts of wheat, in bushels, at the four principal spring wheat markets from the beginning of the crop year, August 1, 1898, to November 26, and for the same time a year ago:

| | This crop. | Last crop. |
|-------------------|------------|------------|
| Minneapolis | 34,579,530 | 33,970,900 |
| Milwaukee | 5,573,635 | 4,250,019 |
| Duluth | 41,928,757 | 27,218,825 |
| Chicago | 17,760,911 | 17,841,943 |
| Total | 99,842,833 | 83,281,687 |

HE DABBLED IN GRAIN ALSO.

The abdicated cattle king, Grant Gillett, who, having managed to "bust" in seven figures, is entitled to, or, at any rate, receives, distinguished consideration at the hands of those who are not more immediately interested in his financial affairs, is credited with some smoothness as a speculator in grain along with his other business accomplishments and facility for getting on in the world to the point of a sensational collapse.

The story is sent from Sterling, Kans., to the Topeka Capital, that in February, 1893, two young men entered that town, and, having rented an elevator, began to buy grain, operating as McCune Bros. Paying from two to five cents in advance of the other dealers, they had no difficulty in getting all the stuff that came into Sterling, as well as into two or three other near-by towns, into which they had projected themselves as buyers; and within ten days' time they had bought and billed out no less than 82 cars of wheat, depositing the bills of lading in the local banks and checking against such deposits. At the end of about two weeks the McCune Bros. left one Saturday night for Kansas City on business, and have since found it inadvisable to return to Sterling.

Then the banks stopped paying checks, and some of the farmers who had deserted their old elevator friends for the newcomers were out several hundred dollars by this transaction. Then the returns began to come in to the bankers from the cars shipped out. The first consignments seemed to be all right as to weights, but the last fifteen or twenty cars were all short in weight, and one car was absolutely empty. Cars billed at 600 bushels contained as low as 200 and 225 bushels. The banks, when all the returns were in, figured up their losses and found that they amounted to about \$1,400 each. These last losses illustrated the peculiar value (?) of a railroad's bill of lading for grain, which too often has all the definite character as a commercial document which a title deed to a corner lot in hades might have for a man in the

Klondike in January. The McCune "manner" in this case was so "impressive" that the railway's agents seldom examined the cars, McCune's word being taken for "law and gospel," he himself being allowed to seal the cars, etc.

Later on, it is said, the identity of the McCunes was established by the discovery of Gillett's partner; and an arrangement was made with Gillett's family by which his shortages were paid in notes, the last of which were taken up and paid during June last.

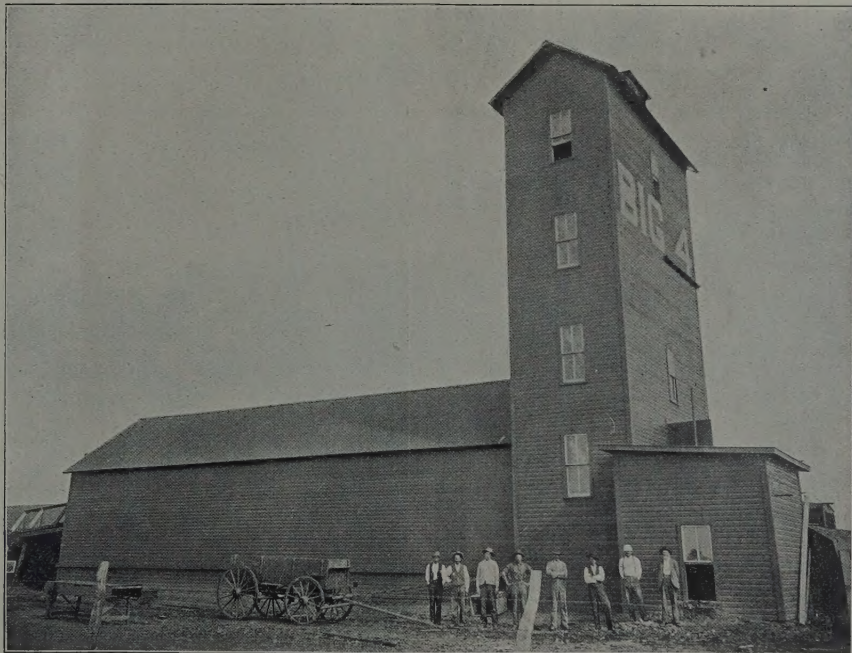
THE BIG 4 AT SOUTH ENID.

The photographer has not done justice to the "Big 4" Elevator at South Enid, Okla., which is by no means built on the bias, as one is led to believe by the picture, distorted somewhat by a freak of the camera, which at times will insist on crowding everything into a round hole without any regard for the natural shape of things, but rather on the square, and that too in more senses than one. This elevator, which in form is not at all like the conventional grain elevator of the West, is peculiar in that, like all Gaul, it is di-

of the old days when the steamer's hurricane deck, or Texas, was a favorite resort of travelers, is 54 feet high and is fitted up with a No. 4 Invincible Grain Cleaner, a 1,000-bushel shipping bin and 300-bushel Fairbanks Hopper Scale. Wheat is handled by a steel conveyor 74 feet long, running below the bottoms of the several dumps and emptying into an elevator pit. This conveyor and the elevator have capacity for handling 1,000 bushels per hour, and are operated by a 12-horse power Fairbanks-Morse Gasoline Engine. The engine room, attached to the Texas, but not part of it, is 14 feet square.

The "Big 4" have not as yet entirely completed the house according to their original plan, which was to enlarge the handling capacity by putting another steel conveyor in the top of the main building to fill the bins of the building; but as they have not been storing much grain and having easily 20,000 bushels' capacity in the dumps, they have not felt the need of other handling machinery than that now in use.

Mr. W. M. Newton, who has kindly furnished us the above information, after some experience with this unique house, says: "This makes what I con-



VIEW OF THE BIG 4 ELEVATOR AT SOUTH ENID, OKLAHOMA.

vided into several parts, each having a different owner; for paradoxical as it may sound, there are in South Enid four firms of grain buyers who are on such laudably friendly terms that they have joined in erecting this house and are now operating it in common. This is unusual; and their names should be familiar to a trade, the members of which, until the era of associations dawned, at least, had been notorious for their pugnacious dispositions. They are: McKee & Co., Drenan Grain Co., W. N. Purmont Grain Co. and W. M. Newton & Co.; and grain buyers who cannot, or, at any rate, never do, get on amicably with their neighbors, ought to paste the "Big 4" in their hats for future reference.

The main building is 84 feet long by 24 feet wide, with driveway nine feet above the ground, making the depth of dumps sixteen feet. These four dumps have partitions so that in operation they are equal to eight, each 16x12x16 feet. There being four different firms interested in the elevator, this arrangement gives each of the four two dumps, which has been found to be an ample allowance of dump room—a very desirable thing, by the way, for in case any accident should happen to the machinery of the elevator, each buyer can go on for a considerable length of time taking in grain while repairs are going on, and the machinery is made ready to take the stuff out of the way.

The "Texas," as the working part of the house is called in this part of the country, reminding one

sider a good, cheap handling house for several dealers; and if they should ever want to sell out, it will be a good house to sell, as it can be easily made over for a splendid mixing house."

BROOM CORN CORNER.

Sterling, Kans., is the principal and about the only market in the United States for the short broom-corn brush used in the manufacture of the familiar whisk broom. The 1898 crop of brush was not up to the average, both the acreage and yield having been below normal. The conditions, therefore, were ripe for a successful corner. No one was surprised then to learn, early in this month, that substantially the entire stock of brush (something over 100 carloads) had passed into the possession of Findlay & Co., of Topeka and C. R. Lee of the Lee Broom and Brush Company of Lincoln, Nebr. Their purchases include, practically, the entire stock in the districts of Kansas and Oklahoma. Prices have ranged from \$40 per ton for common to \$60 for choice lots, but since the corner was announced prices have been going kiting, \$75 having been offered and refused for small outside lots, and no one knows what the price is.

The United States Consul at Capetown, South Africa, reports an increasing demand in that country for samp, which is becoming popular as a cereal food.

TWO YEARS OF ASSOCIATION WORK IN KANSAS.

[Synopsis of a paper contributed by E. J. Smiley of Concordia, Kan., secretary of the Kansas Grain Dealers' Association, to the proceedings of the annual meeting of the Grain Dealers' National Association at Chicago, Nov. 4, 1898.]

Two years ago at this time the grain trade of Kansas was wholly unorganized. The country dealers competed mercilessly with themselves and also with the commission men and the track bidders, who bid anyone and everyone. After the Iowa-Missouri and the National associations were formed, Mr. N. B. Heatt of Willis, Kans., about December 1, 1896, sent out about 100 letters suggesting organization and received about 30 favorable replies. Holton was selected as the place for the first meeting, which was attended by eight grain men. After discussing the subject of organization, those present went into secret session. A constitution and by-laws were framed, but to their dismay it was found there were not enough present to officer the organization. They selected a grain man not present to fill the vacancy, and consequently formed a perfect organization, which was named the "Northeast Kansas Grain Dealers' Association." The secretary was ordered by the board, consisting of all present, to call a meeting at Atchison, February 17th following. No membership list was ordered printed.

As ordered, the secretary issued a circular letter February 10, setting forth the benefits of organization, being careful, however, not to mention the number present at the first meeting. When the evening of the 17th arrived, there was an attendance of nearly fifty grain men, and closed the meeting with thirty-seven members.

By this time the receivers at Kansas City, the Kansas terminal market, began to ask questions. It was frequently intimated to them that if they would show a disposition to protect the regular grain dealer against the scalper and farmer the association would offer them some protection. But it was not until the following April, when a meeting was held in Topeka, that the receivers asked for admittance, and, by signing the constitution and by-laws, refused to bid scalpers and farmers or solicit their consignments. But there were only a few of them who cared to identify themselves with the Association.

At this meeting dealers from all parts of the state were present, who urged a state organization, so that from April 17, 1897, dates the birth of the Kansas Grain Dealers' Association and its wonderful and phenomenal success. There were at that time 68 members, and the secretary was ordered to have the first membership list printed. Mr. Smiley says: "I might say right here that the secret of our success from the very start lies in the fact that we adopted constitution and by-laws, and have since lived up to them to the letter."

After this meeting the association gave the receivers who were soliciting farmers' and scalpers' business to understand that if they preferred that class of business to the business of the regular dealer they were welcome to it, but they must "choose ye this day whom you will serve." They could not serve both. After this action was taken a large majority of the receivers confined their business to regular dealers; and while there are still a few doing business in Kansas City handling scalpers' business, it is not a difficult matter to count their sample pans on 'Change.

Mr. Smiley continues: "By the time of our first annual meeting we had the state, north of the Union Pacific, pretty well organized, but the southern part of the state was still unexplored. True, we had scattered members in all parts of the state, but no efforts had been made to secure the support of all the dealers except by correspondence. Brother grain dealers, by this plan you cannot succeed. You must send a representative directly to the dealer and stay with him until you interest him and secure his membership. When the writer reached the southern part of the state he found a condition of affairs entirely different from that in the northern part. There were very few elevators, most dealers using small shovel houses or having them for use,

but the majority of the grain purchased was shoveled from farmers' wagons directly into the car. Many of these scoop-shovel men had been regularly engaged in the business for years, and as I was cautioned to accept the application of regular dealers only, I will admit I was stumped. The surest way to hit on the right man was to ascertain from the banker in the town the man that had the least money and accept his application, and in that way I would get the old regular dealer. Profits were lost sight of, and every dealer made it a point to fight his competitors.

"In most of the territory in the southern part of the state things are now changed. After securing the membership of practically all of the dealers in a certain territory, I would call a meeting at some central point, and in each instance secured a good attendance. In this way I succeeded in getting those who came in direct competition with one another together, that they might become better acquainted with each other, and with few exceptions a satisfactory arrangement was reached, and

THE ERIE CANAL.

According to figures given by the Marine Record, the shipments of grain via the Erie Canal from the opening of navigation to, say, November 12, 1898, show a decline from 32,146,385 bushels in 1896, and 21,940,189 in 1897, to 20,844,783 bushels this year, flour shipments meantime having declined from 62,050 barrels in 1896 to nothing in 1898. On November 15, E. M. Clarkson, secretary of the Canal Boat Owners' and Commercial Association, said to a correspondent of the Boston Transcript: "The canal-boat season has been the worst ever known. In reviewing the situation I can see few redeeming features. It has been a blue season. Wheat has been almost an unknown quantity so far as the canal freights are concerned. Of the grain handled during the season the proportion of wheat to other cereals has been infinitely small; the grain carried by the canals has been almost entirely corn, oats, barley, flaxseed and a little malt." Coupled with the marked increase in the



AN IMPROVED PORTION OF THE ERIE CANAL BETWEEN ERIE AND GENESEE STREETS, BUFFALO.

they are now handling grain with a fair margin of profit. These local meetings proved a success at once. It was decided to keep them up; and now the greater part of the state is organized into local districts, and meetings are held once a month. Experience has taught me that meetings held throughout the state, well organized, result in a great amount of good."

Mr. Smiley then refers to the recent work of the Association to put an end to the short-weight nuisance at Kansas City, which is familiar to those who have read the last few numbers of this journal, after which he concludes his paper as follows:

"In submitting this paper to you I have attempted to show the success of association work in Kansas, and the plan by which we have attained success. While we have been successful, there is still room for improvement in the condition of the grain trade; and we do not intend to stop, but to push the work until we have every regular dealer in the state a member of the organization, and the last scalper is driven out of the state. If any of you doubt that association has proved a success in Kansas, I invite you to attend our next annual meeting, which will be held in Topeka early in January of the coming year, and see that we, although the youngest, are an up-to-date, live and progressive organization."

grain tonnage of the railroads running eastward from Buffalo to Boston, New York and Philadelphia, and the increasing business of the Canadian water routes, the above facts are significant, and have legitimately suggested the question, Are the American canals a failure? which all friends of the Erie Canal, more particularly, will be called on this winter to answer.

The decline of the Erie Canal cannot but be a matter of regret to all grain shippers using the transportation lines east of Chicago, of whose rates it has since the very beginning of railways been the great leveler, as its ultimate passing would be like the wanton destruction of a historical landmark. The history of the Erie Canal covers nearly a century, its construction having been begun July 14, 1817, and completed October 26, 1836. Its heyday has covered the entire period of the settlement of the great West, upon whose business fortunes it has had an incalculable influence, beginning with the offer to immigrants of (then) quick and comfortable passage into the then but little known far West, a privilege of which not a few of our fathers took advantage, and ending with the always cheap return transportation of their own and their sons' and grandsons' products to tidewater. The burden of boats in 1836-62 was only 75 tons, increased after the first enlargement, begun in August, 1836, and

completed in September, 1862, to 240 tons; while by the third enlargement, begun December, 1896, and not yet completed, the tonnage would be further increased to 400 tons, with maximum size of boats 115x17.5x8 feet. The canal, however, has been in this last instance the victim of its friends; and the scandal in connection with the expenditure of the entire estimated cost of the enlargement, \$9,000,000, leaving the canal in worse condition in many respects than it was before the work began, is not creditable to record of the department of public works; while it inflicts upon the canal the burden of showing not only that the further expenditure of \$23,000,000 to complete the work would be a wise investment for the state of New York, which alone must pay the cost, but that the trust involved will be honestly administered.

The work of pushing the propaganda of the enlarged canal has been taken up with spirit by that exceptionally bright and useful little monthly journal of Buffalo, called *Greater Buffalo*, to which we are indebted for ready access to many facts herein, as well as for the interesting illustrations herewith of canal scenery. Taking it as conceded that the Erie Canal is "of more importance to the city of Buffalo than any other public work now under way," or "any proposed legislation" of state or national legislatures, and pointing out that Buffalo's permanent prosperity has been coincident with the development of the canal, *Greater Buffalo*

to accommodate boats 125 feet long and 24 feet wide, with draught of eight feet, giving a carrying capacity of 20,000 bushels, with 16,000 to the steamer, making capacity for a fleet of steamer and three consort 76,000 bushels, which could make the run to New York in eight days. On the present canal a steamer with four consorts carries only 30,000 bushels. The new boats would cost only \$1,000 apiece more than the old ones, and would cost not to exceed 20 per cent more to operate. In 1863 there were no less than 2,000 boats on the canal, whereas now there are barely 400.

The situation now confronting the friends of the Erie Canal is a canal 352 miles long from Albany to Buffalo, of which, of this last enlargement, 53.19 miles have been completed, at a cost of \$9,000,000 (including the cost of 5,886 completed miles of the Champlain and 6.63 miles of the Oswego canals), leaving 214 miles of the Erie Canal work incomplete, and 83.497 miles of work not at all touched nor put under contract, to say nothing of 30.76 miles of work on the other canals incomplete and 60.52 miles untouched. To complete all of this work, it is now estimated, will cost about \$23,000,000. To get this sum appropriated will be the work of the canal's friends at the approaching meeting of the General Assembly of the state of New York.

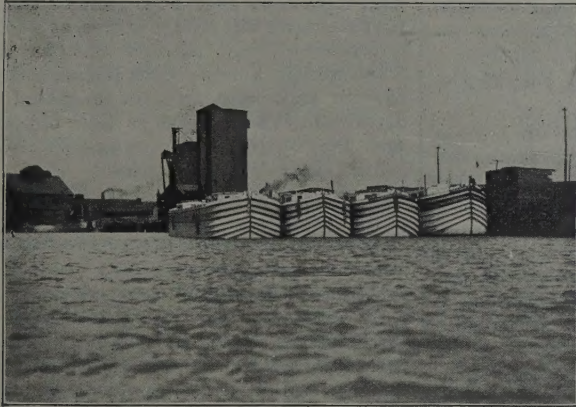
The general merits of the case have been briefly summed up by Capt. Geo. D. Gillson in the *Marine Record*, who is substantially indorsed by Major

THE GRAIN DEALER AND HIS VARIOUS WOES.

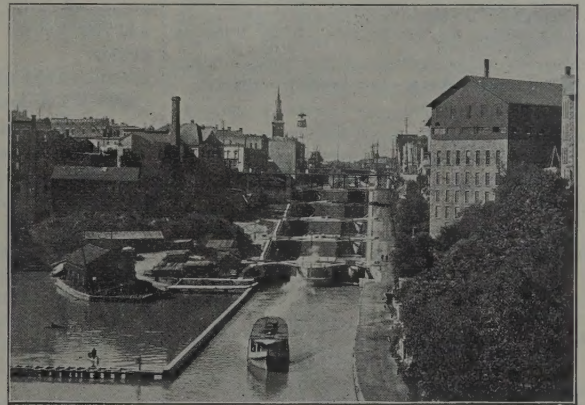
[From a paper read by A. E. Clutter at the annual meeting of the Grain Dealers' National Association, at Chicago, Nov. 3, 1898.]

The grain dealer is a broad subject to talk about. He has been discussed fully by his patrons and his fellow grain dealers. Commission men and brokers, as well as railway men, know him. At some points he has grievances almost equal to any member of the Cuban Junta; and yet he plods along like an ox and endures abuse like a donkey, because, if he asserts his rights, based upon true business principles, he will "lose trade." In many cases he sells his manhood for the dollar he never gets.

Mingled with men of this class are others, wide awake, who believe that "in union there is strength," but with no thought or motive toward any feature of monopoly, who believe that other business interests having found it necessary to organize, the grain trade also must do so, sooner or later, or the investments in plants generally over the country will not be worth 50 cents on the dollar. Many are worth less now. Should the wheat crop of Ohio, Indiana and Michigan prove to be next harvest what it now promises to be, I'll venture there will be hundreds of transient men in the trade; and if the crop is uniform in grade, with little expense and



ENTRANCE TO THE ERIE CANAL, FROM LAKE ERIE AT BUFFALO.



LOCKES OF THE ERIE CANAL AT LOCKPORT.

now argues that the decline of the canal is due to the fact that the railroads are able to underbid the canal; and that, therefore, "there must be a further reduction in canal freights if the canal is to be of value as a regulator and check on the railroads."

We need not here refer to the reasons why a canal terminal is more valuable to Buffalo than a railway terminal; nor need we spend time on *Greater Buffalo's* interesting diagram of grain shipments east from Buffalo by rail and canal, which in the former case increased from 20,000,000 bushels in 1878 to about 165,000,000 bushels in 1897, while during the same period the canal's business declined from about 56,000,000 bushels in 1878 to 22,000,000 bushels in 1897. The vital fact remains, nevertheless, that a diagram of average freights on wheat, say, from 1878 to 1897, shows a remarkable parallelism, with the advantage always on the side of the canal as the lower, beginning with a rail rate of about 7.30 cents in 1878, declining to 3.5 in 1897, and a canal rate of 5 cents in 1878, declining to about 3.35 cents in 1897, and to still less in 1898. The evidence of the canal's power to regulate rates is unmistakable, since the rise or fall of canal rates has always been accompanied by a simultaneous rise or fall of the rail rate. By the proposed enlargement it should be possible to make a canal rate Buffalo to New York of 2 cents or less. This has indeed been near the figure obtained by boatmen this past season, but it has been unprofitable, and cannot be continued under present conditions.

What now remains is to enlarge the canal. And the canal men want to know first what is to be the length of the shortest of the new locks, in order to build new boats to fit them. They would like locks

T. W. Symons, of the corps of engineers, U. S. A., in charge of harbor improvement work in the Lake Erie and Lake Ontario districts. Capt. Gillson said: "With larger locks, proper management and a fairly good depth, the Erie canal is far superior to a ship canal. The Welland Canal is only about twenty-five miles in length, but even for that distance they have to use a system of steam tugs to help vessels along. In the Erie Canal the small boats can be operated in the shallow channels much more cheaply than large ones, to say nothing of the original cost of the small ones. Large boats cannot use their power if they come within a foot of the bottom, because of their ground suction."

CLEANING HOUSE AT PORTLAND, ORE.

The new grain cleaning house on the O. R. & N. Co.'s dock in Lower Albina, Portland, Ore., is rapidly approaching completion. The cleaner is said to be the largest and most complete in Oregon. It is 60 feet high and will be fitted up with modern grain cleaning machinery to handle 2,000 sacks of grain per hour. On the river side of the elevator proper are six bins, in which the grain will be dumped after passing through the cleaning process. These bins have a combined capacity of about 10,000 sacks, and from them are six outlets on the sides so that grain can be handled rapidly from the bins. The elevator will be completed the present month.

Montreal grain buyers have had considerable complaint to make of "plugged" cars of oats arriving at that market.

no taxes, they can worry the majority of dealers, who will handle the bulk of the trade at very little or no profit—wearing out their machinery and nothing to show for it. A fight between a regular dealer and a transient buyer we found this season to affect local stations for twenty to thirty miles around and cost the dealers in that vicinity hundreds of dollars—more, in fact, than an organization would have cost them in twenty-five years.

We had occasion recently to bring up a grievance with a railway. The official we applied to said, "Be sure to make your case as strong as possible, or, when I present it, it will be ignored." We gave them the best we could, and, with his assistance, the objection was removed. Who can say that a just appeal of five hundred determined grain dealers in Ohio, Indiana and Michigan would not secure a loading fee upon every car of grain they loaded? I have yet to hear a railway official say our demand is unjust.

Would they let our claims lay for two or three years before paying them if we had a powerful organization and strong committee on claims? Would not an organization such as we aspire to be able to protect its weaker members from the losses they sustain from selling to irresponsible people, and from the compromises they often make because they can't go East to fight their claims?

Talking will accomplish little. Action is what is needed—leaders to take hold of and push the organization. Someone always has to sacrifice his time and money for the benefit of others. That has been a necessity before our time and will continue so for generations to come.

If not a regular subscriber, why not become one?

KING WHEAT.

You may tell of your armored cruisers;
And your great ships of the line;
And swift or slow may steamers go
Across the billowy brine.
Like thunder may the cannon boom
To greet their flags unfurled,
And for an hour they may have power
To rule the frightened world.

From ocean shore to ocean shore
Lie lines of gleaming steel,
And night or day we hear alway
The ring of rushing wheel;
Though buffalo have left the plain
And Indian tents are furled,
Nor steam nor hand at wealth's command
Can rule the busy world.

But where the hillside rises fair
In terraces of green,
And on the plain where wind and rain
Sweep fields of golden sheen.
Where sturdy yellow stalks arise,
With bannered heads unfurled,
Here you may greet the great King Wheat—
The ruler of the world.

Oh, hills may shake and vales resound
Beneath the flying car,
And driven by steam and winds abeam
Our ships ride fast and far;
Cities may crumble 'neath the guns
Which guard our flag unfurled,
Yet all shall greet—at last—King Wheat,
For hunger rules the world.

—Ninette M. Lowater, in Youth's Companion.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

SOME INDIANA FARMERS DON'T STORE.

Editor American Elevator and Grain Trade:—So far as I know, no grain is stored by farmers except for flour. Such as have no granaries or bins sell as soon as harvested. Others use their own receptacles for storage.

Yours truly, GEO. E. MOORE.
Kingman, Ind.

NO STORING IN OHIO.

Editor American Elevator and Grain Trade:—No wheat is taken on storage here. I do not know whether it would be good or bad policy to do so, but think the result would be discontent and hard feeling between farmer and dealer.

Yours truly, A. HERSHEY.
Ghent, Ohio.

BRANCHING OUT.

Editor American Elevator and Grain Trade:—I have sold a half interest in my grain and coal business to Ed. Lehan, and the firm will be known as Lee & Lehan. We will erect a 75-barrel flour mill and run same in connection with our elevator.

Yours truly, M. W. LEE.
Dunlap, Iowa.

AN EXCEPTIONAL PRACTICE.

Editor American Elevator and Grain Trade:—The practice of storing grain in this vicinity is exceptional. The rate is, 1 month free, and one-half cent a bushel per month thereafter. Personally we do not think much of storing grain for farmers.

Yours truly, GEO. D. LAING.
Dixon, Ill.

STORING IS DETRIMENTAL TO DEALERS.

Editor American Elevator and Grain Trade:—In this section very little grain is stored, and as regards myself, I don't store any grain, as it generally creates hard feelings and dissatisfaction. I consider it detrimental to the interests of grain dealers.

Yours truly, A. GROWEG.
Defiance, Ohio.

STRICT STORAGE LAWS IN NEBRASKA.

Editor American Elevator and Grain Trade:—The practice of storing farmers' grain out here is exceptional. No charge is made, usually, and there is no rule for shrinkage. The laws of Nebraska are strict regarding stored grain, making it dangerous to fool with it. We do not believe in it, principally because none of our wheat is contract wheat, therefore it is unsafe to hedge. As a rule we have found it much more satisfactory to wait until the farmer

is ready to sell his grain, then buy it of him. In this way the farmer or the grain man takes no serious chances.

Yours truly, C. W. McCONAUGHY.
Holdrege, Nebr.

WANTS ADDRESSES OF EASTERN HAY EXPORTERS.

Editor American Elevator and Grain Trade:—Would you kindly give me a little information on the hay exportation at New York, Boston and Portland? I would be much pleased to get the addresses of the principal exporters at the above-mentioned ports.

Respectfully yours, OMER HEBERT.
Yamaska, P. Q., Canada.

WOULD LIKE TO STORE AT 1-2-CENT RATE.

Editor American Elevator and Grain Trade:—We take grain on storage, but not to any great extent. We charge ½ cent per bushel per month. Farmers are suckers who will store at this rate. We would like to store, but farmers here do most of their storing at home.

Yours respectfully, I. N. McBROOM & CO.
Geneseo, Ill.

IOWA FARMERS STORE THEIR OWN GRAIN.

Editor American Elevator and Grain Trade:—Storing farmers' grain in this part of Iowa is unknown, as farmers have storage of their own. The best way, in my opinion, is for the farmer to sell his grain when he brings it to town. That settles it and he knows where he is at and so does the dealer.

Yours truly, W. C. JOHNSON.
Charter Oak, Iowa.

A TROUBLESOME PRACTICE.

Editor American Elevator and Grain Trade:—My rule is to store grain for farmers 30 days free, then to charge one-half cent a bushel for each 30 days after that. No account is taken of shrinkages. I wish I could quit storing in any form, as it gives me more trouble than anything else. I would give considerable if all grain men would stop it.

Yours truly, W. S. KREIDER.
Tonica, Ill.

FARMERS WANT THE BIG END.

Editor American Elevator and Grain Trade:—The practice of storing grain here is exceptional. The charges are 1 cent per bushel. We are not in favor of taking grain on storage, as there is too much loss by shrinkage, leaky bins, etc., and this loss the honest (?) farmer cannot or will not understand, but wants the big end of the rope every time.

Respectfully, BOWDLE ROLLER MILL CO.
Bowdle, S. Dak.

DO NOT STORE.

Editor American Elevator and Grain Trade:—Very little grain is stored by farmers in country elevators. We do not store any grain in our houses, as we use them exclusively for our own storage. The grades we receive from farmers are so different, it would be impossible to mix one with the other as they do in the Northwest, so we have never done any storage business.

Yours truly, OMAHA ELEVATOR CO.,
By E. P. Peck, Secy.
Omaha, Nebr.

STORAGE PRACTICE ABANDONED.

Editor American Elevator and Grain Trade:—I believe the practice of storing grain in elevators for farmers is almost abandoned in this part of the state. Undoubtedly there are some owners of a combined mill and elevator who may give storage, but I am not aware of it.

I disapprove of the custom. It is not fair to the trade in general, besides, it has a tendency to force the dealer who does it to buy futures against what he is compelled to let out, which he must do unless he owns an immense capacity and holds a wallet of money, which is rarely the case with grain men in this state.

I believe it was the custom to charge ½ cent per month for storage, which was seldom collected

when the storer bought the grain. I never knew of any shrinkage being charged.

Yours truly, M. McSWINEY.
Dawson, Nebr.

BUY GRAIN OUTRIGHT.

Editor American Elevator and Grain Trade:—I do not know of any elevator men who are taking in grain for farmers at any price. All buy it outright.

We do not think the storage plan a good one, do not have the room for it and would not want to do it. We would not know what to charge for shortage.

Respectfully, THE HARWOOD CO.
Shelbyville, Ill.

PLEASED WITH NEW ELEVATOR.

Editor American Elevator and Grain Trade:—Our elevator, which is being built by Messrs. J. A. Campbell & Sons of Lincoln, Nebr., will be completed in about two weeks. We think we are getting an exceptionally good house. Its capacity is 20,000 bushels, and it is equipped with 7½-horse power Charter Gasoline Engine, rope transmission, Corn-wall Corn Cleaner and 500-bushel Howe Hopper Scales.

Yours truly, O'SHEA & McBRIDE.
Madison, Nebr.

FARMERS WON'T STAND STORAGE OR SHRINKAGE.

Editor American Elevator and Grain Trade:—Elevator men do not take much grain on storage here. We have no regular storage charge, as we don't care to take it that way, neither is there any allowance for shrinkage. I do not think it good policy to take farmers' grain on storage, for the reason that they never want to pay storage or allow for any shrinkage. They simply want it all and we cannot do it.

Yours very respectfully, L. HUTCHINSON.
Sibley, Ill.

REFUSING TO STORE EXPEDITES SALES.

Editor American Elevator and Grain Trade:—To our personal knowledge there are no elevators in our vicinity that are storing farmers' grain. We do not believe it good policy to do so for the reason that every elevator at some part of the season has use for all its storage room. In most cases when a farmer is refused such accommodation he sells, which is a much more satisfactory way of receiving his grain.

Respectfully, NELSON & TIPLER.
Geuda Springs, Kans.

STORING IS A LOSING BUSINESS.

Editor American Elevator and Grain Trade:—The practice of storing grain is exceptional here. The storage charges are, 30 days free, and one-half cent per bushel per month after that, with no allowance for shrinkage.

We think storing a very poor policy, for the reason that it takes up the elevator man's room and he is not able to hold his own grain, so that he loses more money than the storage would amount to.

Respectfully, NELSON & KETELS.
Bee, Nebr.

A SOURCE OF LOSS.

Editor American Elevator and Grain Trade:—We think the practice of storing wheat is somewhat indulged in throughout this state; however, we can answer positively concerning our city. There are four grain dealers and one miller here. We all store grain free of charge, time unlimited, and no allowance for shrinkage.

The practice was started by the millers, and we think it is their fault that it is continued. It is a very, very bad way of doing business, and a nuisance in more ways than one. The greatest objection we can find is that it is giving service free of charge which is really worth considerable—fully as much as the regular elevators in the grain centers charge for a like service.

The farmers do not have the grain insured and have no security against loss of any kind.

Since we have been here two mills have burned and one failed. In all three cases, and particularly

the last one, the farmers lost heavily. Such losses tend to make them bitter against the remaining dealers; the other fellows are gone and we have to listen to the farmers' never ending "tale of woe."

Yours truly, MAGILL & SON.
Portland, Ind.

FARMERS NOT SAFE IN STORING.

Editor American Elevator and Grain Trade:—In our section there is very little, if any, wheat stored by farmers in elevators. We do not believe it a good policy for farmers to store their wheat in this way, as it very often leads to dissatisfaction. We would recommend farmers to hold their wheat until ready to sell, and when such time comes, to take the market price and get their money.

When the wheat is once out of the farmer's hands and he has only a warehouse receipt, he certainly cannot feel as safe as if he had the money or the wheat.

Yours truly, JOHN C. LIKEN & CO.
Sebewaing, Mich.

ENLARGED STORAGE CAPACITY.

Editor American Elevator and Grain Trade:—We have just completed a warehouse in connection with our elevator, size 24 by 48 feet, with 22-foot studs, divided into six bins. Capacity of building is 27,000 bushels. We spout the grain from elevator into warehouse and have a belt conveyor in bottom to convey back to elevator boot, when wishing to load out.

Threshing is all done in this vicinity; corn husking about two-thirds done at this time, corn yielding on an average about 40 bushels of good quality.

Yours truly, FELTHOUS BROS.
Latimer, Iowa.

PLEASED.

Editor American Elevator and Grain Trade:—We are just in receipt of the last number of "American Elevator and Grain Trade," containing the handsome reproduction of photograph sent you. We want to compliment you upon the excellence of this engraving and likewise upon the press work that has served to make it perfect, and to thank you for the kind words you have spoken of ourselves. We want you to send us fifty copies of this issue of your journal, for which we will remit you promptly. We would like to send them around to some of our friends.

Yours truly, PITTMAN & HARRISON.
Sherman, Texas.

HAVE NO DESIRE TO STORE.

Editor American Elevator and Grain Trade:—We do not know of any elevator in our vicinity that takes farmers' grain to store. We do not favor this practice and there are very few other elevators in this vicinity that have the room to store much grain, even if they had the inclination.

We have no particular reasons for not taking grain on storage, in fact, have not had enough experience to know the objections, but we want our room for our own use and have so far been able to buy enough to fill our capacity, and have never had any desire to store for farmers.

Yours truly, PRESTON FAHNESTOCK & CO.
Osgood, Iowa.

COMPELLED TO PAY MORE FOR STORED GRAIN.

Editor American Elevator and Grain Trade:—The elevators in this town generally take all the grain they can get in store, the first 30 days free and one-half cent per month or any part of a month after that. We make no allowance for shrinkage. We do not believe it good policy for elevator men to take farmers' grain in store. First. We have to run it twice or ship it out and hedge on the future options.

Second. When a farmer wants to sell it he generally goes and gets prices from all the surrounding towns, and, of course, our competitors, as a rule, when they find he has it in store, will quote him a price higher than it is worth. The consequences are, we have to pay more for it than we would if

he had it at home. Of course there are other objections, but the two we have mentioned are, in our opinion, the worst.

Yours truly,
HOLMES, CLAGGETT & CO.
Cooksville, Ill.

STORING IS EXCEPTIONAL.

Editor American Elevator and Grain Trade:—The elevator men in this vicinity take grain on storage to a small extent. The practice is exceptional rather than general. Grain is often stored as low as one-half cent for the first month and at the same rate, or not to exceed 1 cent per month, after the first month. So far as we know, no allowance is made for shrinkage on shelled corn or small grain. We think it bad policy to take farmers' grain in store.

Eureka, Ill. J. M. MURRAY & CO.

FARMERS REFUSE TO PAY STORAGE.

Editor American Elevator and Grain Trade:—We have to take in a good deal of grain on store and that without any charge. The rules are, 30 days free, and after that one-half of a cent a month. But the farmers in this vicinity have not been used to paying storage and will not do it. We would much rather not have to take any grain on store as we have not the capacity to hold it, and so have to ship it and take what it brings on the market. Whereas, the farmer wants advances of money on his grain, and waits for an advance in price to sell, which is to our disadvantage.

Yours truly, JAKWAY & MURRAY.
Goodland, Ind.

STRAIGHT BUYING AND SELLING IS BEST.

Editor American Elevator and Grain Trade:—The practice of taking farmers' grain on storage by the elevator men is exceptional in this place. When grain is so taken, the storage rate is irregular, and in nearly all cases merely nominal, with no agreed allowance for shrinkage. We do not believe it good policy for elevator men to take grain on storage, for the reason that in almost all cases where it has been done the result has been unsatisfactory, both to the warehouseman and the farmer. A straight business of buying and selling by grain men is, in our judgment, decidedly the best for all concerned.

Truly yours, T. J. HOLMES & SON.
Brooklyn, Iowa.

STORING LOSES CUSTOMERS.

Editor American Elevator and Grain Trade:—Storing grain is more exceptional than general here. About $\frac{1}{2}$ to 1 cent per bushel per month is charged after the first month, which is generally free. No rule is followed in making allowance for shrinkage.

I consider it poor policy to take grain on storage and do not believe a grain buyer keeps his trade as a rule by storing. It is liable to cause disputes between the farmer and elevator man as to price, shrinkage or some point not thoroughly understood. It uses room sometimes badly needed in case of scarcity of cars. I consider it too much on the speculative order to take grain on storage and ship it out.

Yours truly, A. E. HUNT.
Belvidere, Nebr.

BUYING GRAIN OUTRIGHT IS BEST.

Editor American Elevator and Grain Trade:—Elevator men in this vicinity do not make a practice of storing grain, at least, to any great extent. Some men, when they have surplus room, fill it up with farmers' grain. What rate is charged and what allowance for shrinkage I am not able to say, as my elevator is small and I have never stored any grain.

I think the taking of grain in store differs with localities, conditions of grain and prices. I believe that buying outright is the best policy and gives best satisfaction to parties concerned when if it goes in store, there is a chance for disputes over weights, shrinkages, and storage charges.

I have been an interested reader of your paper, "The American Elevator and Grain Trade," in regard to the giving of written contracts for grain bought. I believe that a written contract should

be taken, although I have never made a practice of taking contracts for every lot of grain bought.

Respectfully,
W. H. McKINNON.
Eleanor, Ill.

PRACTICE OF STORING IS DECREASING.

Editor American Elevator and Grain Trade:—The practice of farmers storing grain in country elevators is rapidly falling off, as farmers are building their own grain houses. The practice used to be quite general, but is now exceptional.

On wheat we charge 1 cent per month or fraction thereof and keep it insured against fire. We charge $\frac{1}{2}$ cent on corn and oats, deducting 1 per cent for shrinkage.

We do not believe it good policy for elevator men to take farmers' grain in store. It encourages farmers to speculate, and if the market is less when they sell they invariably are dissatisfied and complain of exorbitant storage charges.

Truly yours,
PLATTE MILL & ELEVATOR CO.
Platte City, Mo.

GIVES FARMERS FREE STORAGE.

Editor American Elevator and Grain Trade:—In reference to the storage of farmers' grain, will say that we have a large amount of storage capacity and have followed the practice for years of granting the farmers storage without cost to them. The practice in this locality is quite general, although there are some dealers who exact a charge after a specified time, say 60 days. After this time some make a charge of one-half cent per month. Do not know of anyone in this locality who makes any rule in reference to shrinkage. We have no objections to offer to our storage system, as we have ample capacity and know it to be a very great accommodation to our trade.

Very truly yours,
GEO. NICHOLSON & CO.
Henry, Ill.

SHOULD CHARGE FOR SHRINKAGE.

Editor American Elevator and Grain Trade:—The majority of elevator men take grain in store, and where the grain is stored for one or two months there is seldom any charge made for storage. There are some elevator men who take grain in store for any length of time without making any charges whatever.

I do not know of any rule where allowance is made for shrinkage, and to the best of my knowledge cases are very rare where elevator men make any allowance for the shrinkage of grain taken in store. The practice of storing grain for farmers should be stopped, or the farmer should be made to pay for the privilege of storing his grain, and where the circumstances demand it there should always be allowances made for the shrinkage of the grain while in store. At least one-quarter cent per month is little enough for grain when in store, as elevator men cannot afford to pay taxes and insurance on their buildings and then store grain without making charges therefor.

Yours truly, GEO. M. JOY.
Kernan, Ill.

A SUGGESTION AS TO SHORTAGES.

Editor American Elevator and Grain Trade:—It would seem that the most practical way to overcome shortages in grain shipments is the method suggested by Mr. N. S. Beale of Tama, Iowa, and that adopted by the Kansas City Board of Trade and the Kansas Grain Dealers' Association, viz.: To have a representative of the shipper or owner of the grain at terminal or destination to see that the cars are properly and completely unloaded and the weights checked. Such representatives to be supported by charging a sufficient amount per car to make the work self-supporting and insure careful and correct work.

It stands to reason that every shipper in the West and Northwest would take hold of such a plan if it could be properly brought before them. Cannot the president and secretary of the National Grain Dealers' Association arrange in blank form a circular proposition and send to the grain shippers, asking if they would support such a proposition, first,

by a subscription of one dollar or more, and a pledge to support the method, if it proved practical and profitable.

If this is not a practical way, let others suggest their plans, so that finally the best and most useful may be adopted.

Yours truly,
Eagle Grove, Iowa.

F. A. SCOTT.

FARMERS SHOULD STORE AT HOME.

Editor American Elevator and Grain Trade:—It is quite generally the rule for elevator men to store grain for the farmers, but we do not here, as we do not believe it the best plan, for both parties. We think if there is any advantage in it we want it, and if the market goes down, they think we ought to throw off the storage.

The usual rate is one-half cent a bushel after the first thirty days, which is free. As there is no allowance for shrinkage, there can be no profit in it for the dealer, as we can see. We think we can make more out of the room ourselves, and that the farmers will be better satisfied, for we always tell them that the place to store is at home.

Yours truly,
A. B. PUTERBAUGH & CO.
Forreston, Ill.

TROUBLE IN SETTLING FOR STORED GRAIN.

Editor American Elevator and Grain Trade:—No grain is taken on store by the elevators here. We would not advise elevator men to do any storing. We do no storing except when we are obliged to.

When grain is taken on storage the elevator man always gets the worst of it. The farmer is never ready to check out his grain when you want to clean out your elevator and make your cut-off for the end of the season. If the market goes down he wants to hold his grain over. If it goes up and he does not strike the top he thinks he is beat. And if the market then goes down he wants you to give him free storage.

The best way is to buy the grain when it is delivered and pay for it. Nine times out of ten there is trouble in settling for stored grain.

Yours truly,
KRUSE & DUNN.
Swea City, Iowa.

STORING IS NOT A GOOD POLICY.

Editor American Elevator and Grain Trade:—As a rule farmers store very little grain with dealers in this vicinity, as warehouses are small and the men operating them need all the room. The practice is exceptional, and only resorted to by landlords, who take a share of crop from renters at threshing time, and they generally sell during first 30 days after grain is delivered to elevator. If grain remains longer than 30 days, I collect one-half cent per bushel per month, making no allowance for shrinkage. I have some ear corn in crib at rental of \$1 per month for crib 32 feet long, 9 feet wide and 10 to 12 feet high. I am not held responsible for loss in any manner, and should I purchase corn at any time I pay for whatever it may weigh out. No, I do not think it a good policy for grain men to store farmers' grain.

Yours truly,
W. F. HARRIS.
Williamsburg, Iowa.

WHERE IT IS "ROOT, HOG, OR DIE."

Editor American Elevator and Grain Trade:—Most of the elevators here that are fixed for it take farmers' wheat on store at $\frac{1}{2}$ to $\frac{3}{4}$ cent per bushel per month, and the farmer pays the insurance. At least, this is what they profess to do, but I think when they go to buy the wheat they throw off a liberal part of the storage. Competition is very strong here, there being eight grain firms on as many miles of railroad. So you can see, it is "root, hog, or die." It is anything and anyway to keep the "other fellow" from getting the trade. There is no allowance made for shrinkage.

I believe it is a good policy to take the farmers' grain on storage at a reasonable rate of storage—I mean it is good for the elevator man. As for its being a good policy for the farmer, I am of the opinion that it is a very bad one. My reasons for this are, that the farmer wants to store wheat only at times when he ought to sell. That is, when

prices are high and going higher. Then the farmers get to be bulls on wheat and no matter how high it goes, or whether there is any reasonable cause for the advance, they all want to store wheat. When it is low, so low in fact that it cannot reasonably go any lower, then Mr. Farmer gets sick and says he guesses wheat will never be any better, and so he sells.

Yours truly,
A. GARDNER.
Cottage Grove, Ind.

SETTLING FOR STORED GRAIN.

Editor American Elevator and Grain Trade:—In regard to elevator men receiving grain on storage, will say that it is practiced here to some extent, but not general. The rate charged is, 30 days free, after 30 days one-half cent per bushel a month. We do not think it good policy to take farmers' grain on store, because the grain takes up room which could often be used to better advantage. Again, in settling with the farmer, there is no allowance made for shrinkage, no matter how long the grain has been in store. Again, should grain decline in price, the farmer (not all) thinks it hard to have to pay storage in addition to receiving a less price for his grain than it was worth when he hauled it in. If prices advance he makes no objection to paying storage.

Yours,
KREMER & HARRIS.
Arcola, Ill.

LITTLE STORING.

Editor American Elevator and Grain Trade:—A very small percentage of the grain marketed here is stored for farmers—not over 2 per cent, and then not for longer than 30 days. No charge is made if sold before the expiration of 30 days, but if not, 1 cent per month is charged. There is no allowance for shrinkage. We do not believe it good policy to take grain on store unless to use it as a protection to board of trade deals. Otherwise it takes up room which could be used more profitably in the dealer's own business.

As a rule, farmers are not well satisfied when settlement is made, and this, taken in connection with the risk of loss by fire or other cause, makes the relations existing between dealer and customer liable to rupture.

KENNEDY & GILMORE.
Imogene, Iowa.

FURNISHING FARMERS CAPITAL FOR SPECULATION.

Editor American Elevator and Grain Trade:—In regard to elevator men taking farmers' grain in store, I am pleased to state that the practice is, as near as I can learn, quite exceptional in this vicinity. Some few years ago the practice was quite general among most elevator men, the rate charged being thirty days free, and one-half cent per bushel per month or fraction of a month thereafter, with no allowance for shrinkage. The custom of storing grain is being abandoned for several reasons.

First—The elevator man found that storing grain was detrimental to his business, for giving free to the farmer his storage capacity, which is part of his capital in trade, was giving something for nothing, and the giver would eventually be the loser.

Second—If the elevator man should figure storage charges on a customer in the face of a declining market, the chances are, in nine cases out of ten, that he would lose him for a customer and would never be forgiven.

Third—The elevator man would be expected in most cases to advance money on grain in store, without interest, thereby giving his storage capacity and capital to the farmer to speculate on.

Fourth—If a farmer has grain in store the chances are the "other buyers" know it, and if they feel so inclined they can raise the price on that particular grain, so that the farmer will be dissatisfied, and the man who has stored his grain free and advanced him money on it will lose him for a customer.

I am opposed to storing grain on general principles, as I do not think it good policy. Nor does it show good business ability for a farmer to put his grain in store with any grain merchant and have only his warehouse receipt to show for it. In case

the elevator man should "break," as they do in many instances, and especially when they have a quantity of grain "in store," or supposed to be in store, but in reality sold and out of the elevator, or in case of fire with no insurance, the warehouse receipt is not worth the paper it is written on, and the farmer has learned a lesson that he will never forget, but at very great expense.

I think the custom could be, and should be, abandoned, and if the grain buyers throughout the country would explain to the farmers the dangers and many chances they are taking in storing their grain, and advise them to store at home until they are ready to sell and deliver, they would very soon eradicate one of the great evils of the grain trade.

Yours very respectfully,
J. M. MAGUIRE.

Wilson, Ill.

THREE REASONS FOR NOT STORING.

Editor American Elevator and Grain Trade:—In regard to storing grain for farmers, will say that I have not stored a bushel of grain in any of my elevators for farmers for a number of years. I have always fought against it, and am pleased to say that my competitors now feel the same as I do about it, and do not do any storing. My objections are:

First—My room in elevators is worth more to me than the small amount farmers would be willing to pay for storage.

Second—Should market advance while grain was in store and farmer would be fortunate enough to sell, all would be lovely; but, should market decline, and farmer was obliged to sell at a lower price than he could have sold for at the time he put it in store, it would be entirely different, and the result would be that the dealer would rebate his elevator charges, or would lose the farmer's trade in the future.

Third—If grain can be bought cheap, and there is a prospect of an advance, I think the elevator man foolish to give his chance to make money to another.

Respectfully yours,
GEO. W. LOWREY.

Lincoln, Nebr.

STORING LEADS TO SPECULATING.

Editor American Elevator and Grain Trade:—The elevators in this section do not as a general thing take grain for storage. There are, however, one or two exceptions. During the wheat season just passed one or two dealers stored some wheat. Their charge, we are informed, is one-quarter of a cent per bushel each month.

The way they have operated is this: The grain is left with them for storage, the farmer leaving the right to sell the wheat at any time within a year. The elevator man sells the wheat the day it is brought in, at the market price. He ships it and then hedges by buying in Chicago or some eastern market the same amount of wheat for some future month. This is the way they intend to make themselves safe, but I know of one case where they have failed to connect thus far.

One dealer took for storage something like 5,000 to 7,000 bushels of wheat. He bought that amount of December wheat at 66 cents (it was worth that at the time he bought it). He let it run a while and then thought wheat was going lower, which it did, and he sold out and took a loss of \$60. He has let it run and thinks he will be able to buy for less money. There was a time when he could have bought the wheat at 61 cents, but he believes it is going lower. Now, the plain fact is, this man is simply speculating on this wheat, and if they all store wheat in this manner, we don't want any of it. As for taking wheat or other grain in store, we suppose it is all right if a man has plenty of room to spare and can get a fair rental. As we have not the room to spare, we store only our own grain.

As to the plan of storing mentioned above, we don't like it for fear of getting in the habit of doing as the other man does. When we speculate, we want to do it on our own money.

We cannot believe that elevators would take grain for storage without some rental, because we

cannot see how they would be benefited in any way. If the farmer wants to store his grain, he surely would be willing to pay for it. We think the best place for a farmer to store his grain is in buildings on his farm.

Yours respectfully,

W. H. HANER & CO.

Plain City, Ohio.

THE CORN PROPAGANDA.

The work of the corn propaganda abroad, beginning with the work of Col. "Cornmeal" Murphy under Secretary Rusk's administration of the agricultural department, and Col. Murphy's subsequent work abroad as agent for the state of Iowa for the same purpose, has not been without its substantial results, even in the direction of exploiting those countries for corn as a wholesome and desirable food for man. Col. Murphy has undoubtedly done considerable to bring corn to the attention of German and Belgian brewers (the latter more particularly) as a brewing material in substitution in part for barley malt, and the use of corn for feed has been the main cause of the late remarkable demand for the cereal from abroad, but for corn as food there is as yet but little demand from abroad, in spite of the Colonel's work.

Nor is there at home, for that matter. The late furore in the milling world about "adulteration" has not been without its influence to retard the use of American corn flour, both at home and abroad, as though corn flour were itself undesirable, yet the wholesomeness and really admirable quality of the mixed-flour, so called, ought to commend itself to the public. The fact remains, however, that aside from its use as pancake goods, there is now but little demand at home for corn flour or for the toothsome blended wheat and corn flour. So Americans do not themselves eat nearly as much corn as they ought to, either as corn bread, corn pone, corn cakes, as cereal food or as hasty-pudding (which would be a far better food, by the way, if it were not made quite so hastily).

But all this is no reason why, as Americans, we should not tell our friends abroad what a good thing corn is, either in the form of flour, meal, grits, hominy, etc. Perhaps by so doing we shall come ourselves to understand what a good thing corn is to eat. Wherefore the officers of the American Maize Propaganda should take encouragement—some day Americans through their efforts may themselves come to eat their own corn as meal as freely as they seem to take it in liquid form.

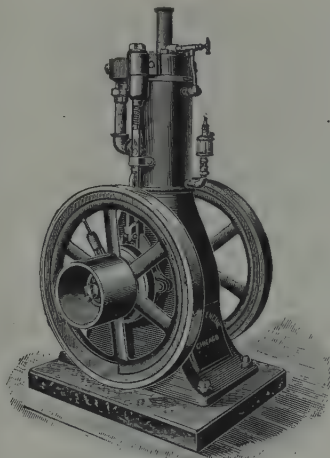
The work of the Maize Propaganda is not expected to stop here, however. In calling recently on Commissioner Peck, who will represent our government at the Paris Exposition of 1900, and has now the disposal to exhibitors of the space allotted to the United States, the Maize Propaganda, by Col. Clark E. Carr of Illinois as the head of the committee, asked for space in the first instance for a corn palace planned on a limited scale after similar structures which have been built in a number of western cities in regions given over to the culture of corn. In it a kitchen will be established in which will be prepared corn pone, johnny-cake, corn on the cob, popped and parched corn, and other forms of corn as food, all of which will be distributed free of charge. The projectors promise to supply funds to carry on the "demonstrations" as proposed, either by the Propaganda as an organization or by means of appropriations made by the corn states. And in the second place, the committee said to Col. Peck they proposed to exhibit in addition to the above the almost innumerable other direct and by-products of corn manufacture, such as starch, glucose, oils, soaps, rubber substitutes, cellulose, and so on ad lib.

The plan of the Propaganda has merit and in proper hands it will, no doubt, be effective. It should be heartily supported by all growers and handlers of corn and corn products of any and every sort. America produces 90 per cent of the maize of the world, and could easily double her crop if it were made profitable to do so, or she could find a market to send it to.

THE BURRELL GAS ENGINE.

It is no longer a question of the practicability or economy of the gas engine as motive power; the question is, rather, reduced to a matter of choice of the type of engine one most prefers. On account of the space available in the elevator or engine house for the engine desired, and for other reasons, many prefer the upright to the horizontal type; and various other considerations enter into a choice.

The cut herewith illustrates the Burrell Gas Engine of the upright type, burning either gas or gasoline; among the advantages claimed for which are that it is one of the simplest engines made; that it is strong, reliable, compact and beautifully proportioned. Having the fly-wheels and heaviest parts close to the floor, the chance for vibration is reduced, and a steady motion insured. The cylinder and head is water jacketed throughout, and fitted with poppet valves in full view and easy of access. "This engine," say the manufacturers, "is built on honor and guaranteed." The cost of operation has been so reduced that they have displaced horses for power in many places, and are rapidly supplanting windmills. Owing to the increased demand for engines of this type from elevators and others using only small



THE BURRELL GAS ENGINE.

power or any power intermittently only, the manufacturers of this engine have made large additions to their plant and equipment, so that orders may be filled without delay. For general information regarding these engines write the makers, Skillin & Richards Manufacturing Company, 237 and 239 South Jefferson Street, Chicago, Ill.

THE CINCINNATI RECEIVERS.

The Grain, Hay and Feed Receivers' Association of Cincinnati have begun a movement to rid that market of irresponsible and itinerant merchants, who peddle grain and hay and demoralize the market. These non-resident merchants are in the habit of shipping a carload or more of hay or grain into the city and then make sales by personal canvass of the retail trade. Paying no rent, taxes or license fees, they conduct their business on the hand-to-mouth principle, making a profit where they can, but cutting the market mercilessly whenever necessary to get rid of their stuff.

The Association some time ago appointed a special committee consisting of C. S. Maguire, C. L. Garner and Wm. Rieker, to confer with the city auditor as to the enforcement of the existing but not-enforced local ordinance requiring non-resident peddlers to take out licenses, but the deputy auditor to whom the matter was referred expressed the opinion that the ordinance could not be enforced. At a meeting of the Association, held November 22, it was decided, therefore, to have the committee make up with the auditor a test case to find out whether the law will stand in the courts. If it will not, then some other plan to abate the present evil will be adopted.

At the same meeting of the Association, the matter of freight discrimination against Cincinnati by

the Cincinnati Southern Railway was taken up. The grain dealers hold that other cities can ship to southern points more advantageously than can Cincinnati; yet Cincinnati owns its own road into southern territory. It was decided to call a conference of shippers in all lines, with the receiver of the road.

THE CORN CROP SOUTH.

It is quite a mistaken idea that prior to the Civil War the South grew only cotton. As a rule, that part of the country was more nearly able to feed itself independently of the North and West than it is now. The Southern Farm Magazine, therefore, is in a congratulatory mood to find, as the result of its compilation of southern corn crop statistics, that the South has, in this crop year of 1898, "just a little more than caught up with the corn crop of 1860, allowing nothing for the fact that in the meantime the population has doubled."

The corn crop of the South for 1898, compared with 1897, as compiled for the Southern Farm Magazine, was as follows:

| States. | 1897. Bushels. | 1898. Bushels. |
|--------------------|-------------------|-------------------|
| Kentucky..... | 64,486,000 | 85,177,000 |
| West Virginia.... | 17,004,000 | 20,328,000 |
| Tennessee..... | 63,673,000 | 73,526,000 |
| Arkansas..... | 35,581,000 | 53,709,000 |
| Texas..... | 72,175,000 | 105,461,000 |
| Louisiana..... | 21,576,000 | 27,718,000 |
| Mississippi..... | 30,346,000 | 39,931,000 |
| Alabama..... | 30,524,000 | 39,681,000 |
| Florida..... | 3,811,000 | 4,377,000 |
| Georgia..... | 32,173,000 | 26,580,000 |
| South Carolina.... | 15,308,000 | 17,500,000 |
| North Carolina.... | 31,324,000 | 34,170,000 |
| Virginia..... | 31,552,000 | 38,563,000 |
| Maryland..... | 20,354,000 | 16,406,000 |
| Total..... | 469,887,000 | 583,127,000 |

Compared with 1897, all these states show an increase ranging from 1 to 8 per cent except Georgia and Maryland. A large part of this gain on total product came from an improvement in yield rather than an increase of corn acreage. Taking the total estimate for the United States as 1,926,000,000 bushels for 1898, against 1,902,000,000 for 1897, the gain was only 24,000,000 bushels for the whole country, whereas the gain by the South alone was 112,000,000. The price of corn in the South running from 40 to 50 cents, according to government statements, the increased yield of corn is a very comfortable set-off for the low price of cotton.

The authority quoted, commenting on this showing, says: "Prior to 1860, under the system then prevailing, planters realized the importance of raising their own foodstuffs, and thus cotton was largely a surplus money crop. This is still pursued by the better class of farmers in the South, but under the tenantry system negroes and many of the poorer whites, not being directed or controlled by someone else, give nearly all of their attention to cotton raising, buying their foodstuffs for man and beast. This is not only destructive to individual prosperity, but at the same time necessarily retards the progress of the whole South. What the South did before the Civil War in raising its own foodstuffs can be done again. It is gratifying to know that slowly, but surely, the tendency is in the direction of diversified agriculture."

NEW ELEVATOR AT WEST SUPERIOR.

The announcement was made December 12 that the Great Northern Railway had let the contract for the electrical machinery for a new elevator, to be erected in West Superior next spring. Since the opening of the Fosston branch, more or less has been heard as rumor about a new elevator to be built by the company to take care of the grain brought to West Superior by that branch; but this is the first definite information to be made public. The house will have a capacity of 3,000,000 bushels, and be built on the model of the Great Northern steel and electric elevator at Buffalo.

To our readers: Merry Christmas and Happy New Year.

THE INSPECTION OFFICES.

All through the recent campaign in Minnesota, more particularly after complaint was made of the inspection of the earlier receipts of new wheat at Minneapolis and Duluth, the opposition party papers of that state kept up an almost continuous fire upon the present grain inspector of the state, Mr. A. C. Clausen, who for the past ten years has held the office of chief grain inspector under Republican governors. Now that Mr. Lind, his political opponent, has been elected governor, this attack upon the inspector is still continued, taking the form of a demand for his removal.

Mr. Clausen is in the position of all chief inspectors who are always "in the public eye;" but since the first "crash" of a new-crop inspection subsided, his work has been apparently satisfactory to the trade. When, too, the late complaints against him were made, the railroad and warehouse commission of the state made a thorough investigation of his methods and their practical results, and recently formally reported that in their opinion there was no ground for reasonable complaint. Mr. Clausen, in reply to the criticisms of his office, says that it has always been managed by him on a non-partisan basis so far as appointments of practical inspectors are concerned, there being now as many Democrats as Republicans on the pay-rolls, the only qualification he has insisted on as necessary being skill and reliability as employees.

Whether Governor Lind will make the radical changes in the office which some of his supporters expect and call for remains to be seen. Democratic papers in Minnesota, like the St. Paul Globe, however, insist that the inspection department was one of the "issues" of the campaign, and that "a shaking up" of the warehouse commission and of the elevators "was promised," and will be expected. Mr. Clausen's friends think the more his office is investigated the better will be his official reputation.

In West Superior, across the bay from Duluth, where the Minnesota inspection is in effect through the action of the Superior Board of Trade, although West Superior is in Wisconsin, a movement has recently been started to return to Wisconsin inspection in deference to what seems to be a demand therefor coming from some parts of North Dakota, where the farmers apparently are dissatisfied with the Minnesota inspection. The Wisconsin rules were in force in West Superior up to about two years ago, when the Board of Trade concluded it did not pay to have two grades at what is substantially one port, and so adopted the Minnesota rules.

The West Superior grain men, who, since the opening of the Fosston branch of the Great Northern, have come into closer touch with the North Dakota men, have gone so far, the Duluth Tribune reports, "as to send out circular letters to a number of the most prominent farmers, asking them to use their influence in the matter; and from what is now learned the legislature of North Dakota will be asked to send a committee to Madison, Wis., to urge on the Wisconsin state legislature and Governor Schofield the necessity of establishing and maintaining a wheat inspection bureau at West Superior. The new inspection will be somewhat similar to the one in use a year ago, but will be on a stronger financial basis. A committee of West Superior people, it is learned, will confer with North Dakotans in the matter, and they will then jointly appear before the Wisconsin legislature, with a view of having a bill framed which will provide for a separate inspection of grain on the Wisconsin side."

Hereafter by agreement of the Trunk Lines Association all Manitoba grain exported from New York will be handled in bond according to grades established by the Winnipeg Grain Exchange. Grain so graded will on arrival in New York be unloaded into bonded bins of trunk line elevators and mixed only with Manitoba grain of like grade as per duplicate certificate of the grain inspector

of Canada. It will be subject to the same charges as American grain.

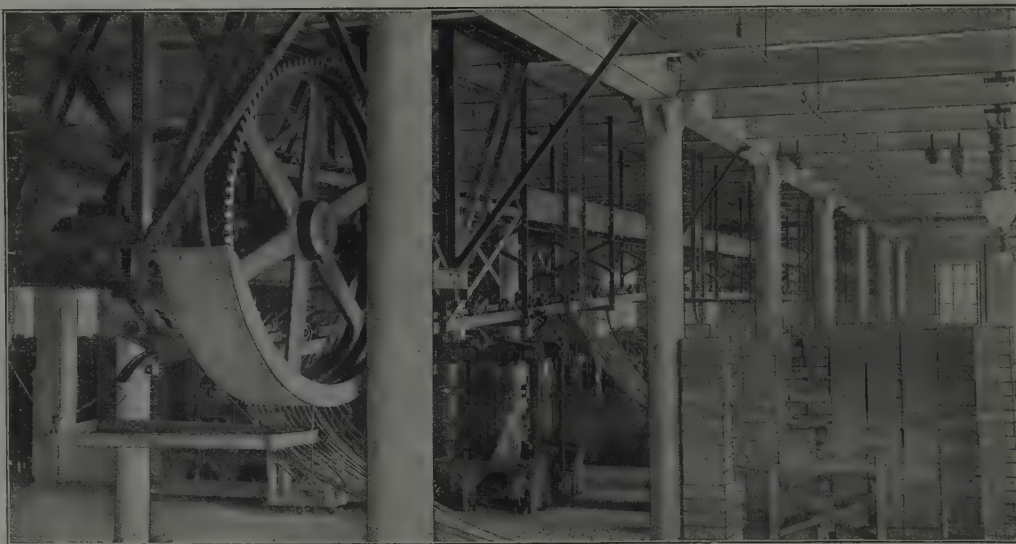
In accordance with the above agreement, the Winnipeg Grain Exchange members met November 13 and decided on the following export grades for 1898 crop, viz.: Wheat, No. 1 hard, No. 1 and 2 northern; oats, No. 2 white and No. 2 mixed. The Exchange is entitled to name three more grades. As the railways pressed for an immediate naming of the two export grades not then designated by the Exchange, the council, on December 3, to recommend Nos. 1 and 2 "special wheat" to cover grain that has been dried by artificial process. It was also decided to recommend to the committee of the grain standards board, appointed for the purpose, that they select standard samples to cover this description of grain.

Advance sheets of the Report of the Railroad and Warehouse Commission of Illinois have been published. As to the Chicago grain inspection office the Report says: "That department is to be congratulated upon the satisfactory manner in which it has inspected the vast amount of grain delivered in Chicago for inspection. It is very gratifying to this commission to report that but a small amount of the grain inspected has been subjected

JEFFREY BOX CONVEYOR.

The illustration herewith is a reproduction from a photograph of a light platform carrier erected for the Liggett & Myers Tobacco Company of St. Louis, Mo., some two years ago, and has been in continuous service since that time. This labor-saving machine distributes the empty boxes to the different factories for packing, its daily delivery being 8,000 pieces. Its initial point is in the box factory, where the boys feed the boxes to it as they drop from the box-making machine. At a moderate speed they are carried to the different factories and delivered to the packing tables, this delivery being automatic, and under the complete control of the foreman of the factory where the delivery is made. To accomplish this a special device had to be made to meet the requirements.

The construction of the carrier is a single strand of drop forged steel chain with steel plates forming the tables to carry the boxes riveted to it, these plates being provided with wrought gudgeons and wheels, which are bronze-bushed to reduce friction to a minimum. It is extremely smooth and noiseless in operation, and requires very little power to operate it, when you consider its extreme length, which is approximately 800 feet—



JEFFREY BOX CONVEYOR.

to the approval of the appeals committee. Never in the history of the department has there been a year that has so thoroughly demonstrated the necessity of rigid inspection of grain as the present year in Chicago." The receipts of the office have paid all expenses and left on hand a surplus ample for all emergencies. As to the East St. Louis office the Report says: "We are more than gratified with the results of the grain department at East St. Louis. The destruction of the Union Elevator by fire, one of the largest elevators in East St. Louis, was a severe blow to the department. This elevator has now been rebuilt, with increased capacity, and during the coming year there is no question but what the East St. Louis market will exceed in receipts and shipments the St. Louis market. So strict has been our inspection, and so satisfactory has it been to the merchants dealing in that market, that corn inspected in East St. Louis brought during the past year a half cent premium over corn inspected in St. Louis. It is the purpose of this board to maintain the rigid inspection that has given this department a high standing in all the grain markets in the world."

Exporters are quoted by St. Louis and New Orleans papers as complaining of the Missouri inspection of grain shipped from Kansas City for export, which has been running light in weight. The Kansas City inspected grain seems to pass on reinspection for export at Galveston and Baltimore, however, without complaint.

R. H. Hanthorn is named as a candidate for grain inspector of Kansas.

by far the longest carrier of this type ever erected. The erection, as well as construction, being entirely of steel, is light, graceful, substantial and strictly fireproof. The whole outfit was designed and built by The Jeffrey Mfg. Company of Columbus, Ohio. Many modifications can be made of this type of carrier, adapting it to any class or weight of material.

December 9 all the elevator room at Buffalo was taken and a blockade begun.

A German brewery owner writes a brewing journal, that in September last, when his grain storage stood almost empty, he drove out the weevil by sprinkling the walls, corners and angles with a dilute solution of aniseed oil in alcohol, using a few drops of the oil on the shovel.

The U. S. Agricultural Department's final estimates of the production of the principal crops are based largely on the December returns, and, as in past years, they will not be ready for publication before the end of the month. The only information now available relates to the average farm price of certain products on December 1, which are given as follows: The farm price of corn, as indicated, averages 28.7 cents per bushel, against 26.3 cents last year; that of oats 25.6 cents, against 21.2 cents last year; that of barley 41.4 cents, against 37.7 cents last year; that of rye 46.3 cents, against 44.7 cents last year; that of buckwheat 45.0 cents, against 42.1 cents last year; that of potatoes 41.4 cents, against 54.7 cents last year; that of hay \$6.00 per ton, against \$6.62 last year.

THE TEXAS ASSOCIATION.

In pursuit of its purpose to put a stop to shortages at Galveston, which we believe is now laid in the main to the door of car leaks, the Texas Grain Dealers' Association, on invitation of Galveston and the railways, who furnished free transportation, held a meeting at Galveston December 5 and 6. There were some 75 to 80 members present, who spent December 5 investigating the facilities and methods of grain shipments through the port and examining the elevators and their methods of weighing and handling cars in the elevators.

On the 6th a meeting was held at the Grand Hotel, devoted to general business.

The first question brought up was that of insurance and the following pledge was drawn up for signing:

"We fully agree and pledge ourselves to place with the insurance company, with whom our committee may arrange for a reduction in the rate, all of our business, up to the amount the company will carry."

Following this was a list giving the probable amount each member of the Association would carry. The total amounted to more than half a million of dollars. The members think they are entitled to a deduction of about 25 per cent from the present rate, and a resolution was passed directing the insurance committee to place the insurance with whichever company will make the decrease. R. D. Gribble, general adjuster for the German Fire Insurance Company, held out hopes that the members could find a company to take the business at the reduced rate. He was invited to assist the insurance committee in the task.

H. B. Dorsey of Weatherford called attention to what he considered to be two evils. One is that the doors of loaded grain cars are frequently left open after the inspector has made his examination. He believed they should be sealed. Another is that the cars are not cleanly swept. It is a common thing, he said, for from two to six bushels of grain to be found in a car after it has been unloaded. He believed, also, that the Association should call upon the Wharf Company to erect track scales for the weighing of grain in front of each of its elevators, but the idea was held to be impracticable and it was dropped.

At 11 o'clock the meeting adjourned to accept a boat ride on the bay. The return trip was made about 1 o'clock and then cars were taken down the island, where an oyster roast was given the visitors. Upon their return from the roast a meeting was held and the final business of the Association disposed of, the most important item of which was that Secretary Crenshaw and the executive committee were authorized to petition the legislature to change the law so that 75 pounds of ear corn shall constitute a bushel. The present weight is 72 pounds.

OLD TIMES IN MINNESOTA.

Commenting on the proposed investigation of the state grain inspector's office of Minnesota, an old-time grain man, who remembers the condition of things in that state before the present inspection law was passed, and the system devised by Inspector Clausen was put into operation, said to a St. Paul paper: "Why, it was the regular thing to take ten pounds to the bushel for dockage, and frequently twenty pounds were taken, besides short weights and all sorts of tricks, by which the companies secured more wheat than they paid for. I know of one year in which one of the big corporations at the head of the lakes shipped 320,000 bushels of as fine wheat as was ever grown, for which it had not paid a red cent. It was the 'rake-off' from the farmers. There was a man who nominally acted as inspector. He was the elevator companies' man and he did just what they told him to do. There was no law to regulate dockage and the farmers in reality took just what they could get for their grain. Finally they rose in rebellion and demanded a grain and warehouse commission. They finally secured what they wanted, with appropriate laws, which have been amended and improved, session by session, since the time the commission was

at present organized was created. Now, the inspection as well as all other work in the department is closely regulated by law."

HOW THEY TOOK IN THE NEW YORKERS.

The "Suckers," apparently, are not all residents of Illinois, if we are to believe a recent report by the governing committee of the New York Stock Exchange. The story is worth repeating.

In March last, it seems, the stock of the Eastern Elevator Company of Buffalo was listed by the Stock Exchange in an entirely regular way, through the efforts of Isaac B. Newcombe, one of the oldest members of the Exchange. This stock amounted to 10,000 shares of \$100 each, representing an elevator of 1,700,000 bushels storage and 45,000 bushels per hour maximum receiving capacity, mortgaged for \$250,000. Trading in the stock began at once, starting quotation on March 11 being 65½. The stock was dealt in all through April, May and June, sales being reported at prices between 30 and 65. After that time, however, no reports of sales can be found of record, until a few weeks ago, when, at an auction sale, 100 shares of the stock, which were started at \$5 for the lot, were finally knocked down at \$1 per share. About Thanksgiving Day it was officially announced that dealings in this stock had been suspended, and that Mr. Newcombe had been suspended from the Exchange for one year.

It was also announced that various brokers still hold Eastern Elevator to the tune of about 2,500 shares, which cost them \$110,000, an amount they would be only too glad to sell out for. When "E. E." was listed, one Mr. Cook and another Mr. Lee were introduced to the brokers by Mr. Newcombe, who said he was not in shape to handle so extensive a business as his friends contemplated. Messrs. Lee and Cook then began to place orders with various brokers for a number of standard stocks, including in their orders an item of 100 to 200 Eastern Elevator, the usual 5 or 10 per cent margin being put up by the customers. The brokers bought Eastern Elevator, which was sold by Mr. Newcombe or someone acting for him. It was therefore not long before the brokers found themselves pretty well loaded with "E. E.," but as the margin was apparently ample there was no trouble, as long as the stock was quoted at about 60. When orders ceased to come, however, the quotation ceased and brokers became uneasy. Then Messrs. Cook and Lee were notified to take up their stock, and when they did not take up their Elevator stock, notice was given to them that their holdings would be sold at public auction on a certain day. The customer thus threatened would declare that the stock would be taken care of before the auction day, and Newcombe, it is said, would go to the broker's office when that day drew near, and promise to take up the stock in three or four days, and would take it up through some other Stock Exchange firm. This occurred in a few instances, but not all the brokers concerned were equally lucky; for after awhile the buyers on margin of the Eastern Elevator stock were no longer seen in Wall street. They had sacrificed their 10 per cent margin, so that the stock represented to the brokers who, as their agents, had actually bought it, a net expenditure of \$50 or \$55 a share. Then the brokers made inquiries at Buffalo through the mercantile agencies, and found that the Eastern Elevator Company was a member of the Western Elevating Company of Buffalo, the so-called "Buffalo Elevator Pool," and as such got its regular proportion of the earnings and business, and that its stock had an actual value estimated at about \$25. The men who had been operating in Eastern Elevator, it is presumed, acquired their stock at about that figure, so somebody has made the difference between the price which the brokers paid for the stock, \$50 to \$55 a share—representing the purchasing price of \$60 or \$65 less the 10 per cent margin which they retain—and \$25 a share, which is said to be about the real value of the stock.

Messrs. Lee and Cook are not at present occupy-

ing the suites at the Waldorf-Astoria held by them during those rare days of June. In fact, their address is at present unknown.

DOTS AND DASHES

Ft. William's largest cargo out is said to have been 200,000 bushels of wheat.

The largest cargo said to have ever been unloaded at Detroit was 165,000 bushels of corn.

A large number of Ill. Cent. elevators are said to be closed because of scarcity of cars.

A Baltimore exporting house, November 26, loaded 80,000 bushels of grain for Reval, Russia.

In Indianapolis, 176,400 bushels of wheat, 85,000 bushels of oats, and 476,400 bushels of corn, were inspected in November.

Samuel J. Goodsell has been appointed chief deputy state grain inspector at Spokane, Washington, to succeed H. T. Jones, removed.

The trial of former Grain Inspector Andrews and his cashier, B. F. Jackson, at Chicago, on a charge of embezzlement, resulted in their acquittal.

Philadelphia's grain exports in 1898 to November 12 indicated a total for the year of 45,000,000 bushels, against 32,856,051 bushels in 1897, and 5,085,938 bushels in 1895.

At the nominal close of navigation at Duluth, December 7, there were 2,500,000 bushels of wheat, contracted to go forward. Tugs were keeping the channel free of ice.

The last Chicago grain charter of the season was 73,000 bushels of wheat for Buffalo at 2½ cents. The total lake grain shipments for the season from Chicago have been about 14,000,000 bushels.

Flaxseed shipments to Europe from all countries January 1 to November 12 were 3,908,500 bushels, against 3,827,500 bushels in 1897. American shipments were 210,000 bushels 1898, against 329,500 in 1897.

The internal revenue agents are at last getting out into the country, where they are calling on the "grain and stock commission houses" and "boards of trade" for their contributions of \$50 and \$20 to the war fund.

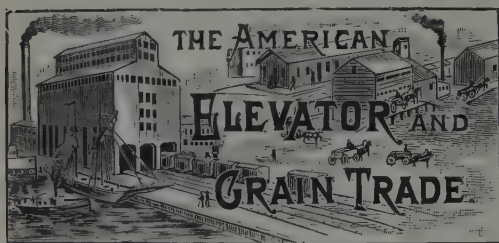
St. Louis grain men and the State Board of Inspection are at outs, the St. Louis men claiming that the inspection system favors shipments to Kansas City by lowering the Standard No. 2 hard wheat at that point.

Contracts for electric power from Niagara power plants have been made by the Curtiss millhouse (five 50-horse power and one 15-horse power motors), and by the Great Northern Elevator Co., which is now using 1,200 horse power.

For the fiscal year ending September 1, 1898, the state grain inspector of Washington graded 16,917 cars, or 12,755,418 bushels of wheat, of which 11,435 cars went to Tacoma. Of oats there were 180,900 bushels, and of barley 205,500 bushels, inspected.

Among the relics in the museum of a certain Scottish city's Corn Exchange recently demolished was a novel instrument which seems to be entirely unique. It appears that the town hangman had an iron ladle, and at one time he was allowed to dip it into every sack of grain that came into the town—it is supposed, for his own use and not for the corporation.

The Commissioner of Internal Revenue has recommended to Mr. Dingley certain amendments to the stamp-tax law, including the striking out, under the head of "contracts," the provision taxing brokers' notes or memorandums of sale of food, etc., 10 cents, holding that if brokers pay the special tax that should be sufficient. He also recommends that "paper in the nature of receipts or otherwise, used as bank checks or orders for the payment of money, shall be taxable as checks," etc., "or else impose a tax on all receipts; provided, that any instrument purporting on its face to be a statement of weights or rates of merchandise, when cashed as a check or order for the payment of money, shall be held liable to stamp tax, the same as a check."



PUBLISHED BY THE FIFTEENTH OF EACH MONTH BY

MITCHELL BROS. COMPANY

(INCORPORATED.)

OFFICE:

Howland Block, 184 and 186 Dearborn St.,
CHICAGO, ILL.A. J. MITCHELL, - - - Business Manager.
HARLEY B. MITCHELL, - - - Editor.Subscription Price, - - - \$1.00 per Year.
English and Foreign Subscription, - - 1.50 " "

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., DECEMBER 15, 1898.

Official Paper of the Illinois Grain Dealers' Association.

The National Hay Association has published the proceedings of the late annual convention in pamphlet form, and Secretary F. F. Collins, at Cincinnati, gives notice that any baler or shipper of hay who has not received a copy will be supplied on notifying the secretary of his desire to have one.

The annual meeting of the Kansas Grain Dealers' Association will take place at Topeka January 10 and 11, 1899. Reduced rates have been procured on the railways of the state, and a large attendance is looked for. The program is not made up at this time, but the meeting will undoubtedly be one of the highest importance to the dealers of Kansas.

There is a hint abroad that grain rates will be restored after January 1. But it has also been hinted that at the going 10 to 12½ cent rate, Chicago to New York (tariff, 20 cents), the roads are making more money than if they attempted to enforce their old-fashioned prohibitive winter rate. And now that traffic associations are illegal, the strong roads may accept the hint to go on making money by low rates and letting the weaker ones wiggle along as best they may. Who knows?

The Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri will hold a general meeting at the Summit House, Creston, Iowa, December 28, at 2 o'clock p. m., with an evening session at 7:30 o'clock. All members are urged to be present, and grain dealers generally of the state are invited to attend, with a view to widening the field of usefulness of the Union. A few things this Union has done in the past are briefly referred to in this issue, and

are a sufficient apology for the Union's existence and the purpose to extend its influence.

THAT TEXAS BANK CASE.

The decision of the Court of Civil Appeals of Texas, in a case involving the question of a bank's liability for the quality (and quantity?) of grain delivered on a bill of lading, which was the basis of a draft on the actual consignee, is a radical departure from the usual practice. It is impossible, of course, to say to what extent courts of appeal in other states will agree with such a ruling, but as the facts in the case are not by any means unusual nor of a kind to be confined to any one state, it is not too much to expect to see the authority tested by its citation in other states. In the event of such citation our readers, who may become aware of it, will do the trade a service by reporting the result to us.

It is certain that if the ruling should be generally agreed to by state courts it would speedily cause a radical change in the present methods of making collections by drafts attached to bills of lading, for it is hardly to be presumed that a bank would voluntarily assume so grave responsibility in order to earn the inereally nominal sum now charged for making such collections.

A withdrawal of this great commercial convenience obtaining through the existence of banking facilities would no doubt add to the just appreciation in which banks are held by the grain dealers generally, and the only regret might be that their bank-hating customers might not be forced to suffer directly the inconvenience which would come to the trade if the system were abolished.

THE CARLOAD.

The use of the term "carload" as a standard of measure in any case is a palpable absurdity. A lawyer who should use it as a statement of quantity in drawing up a contract might reasonably be held liable for champerty or the willful encouragement of litigation.

Since Mr. Stewart of Pittsburg called attention to the subject it has been interesting to note the voluntary contributions of testimony to sustain his charge of indefiniteness of the term. Here, for example, are a few sample carloads: Nash-Wright, Chicago, about a month ago received a car of corn weighing 75,830 pounds, say 1,352 bushels; Hemmelgarn & Co., Chicago, in March, received one weighing 83,590 pounds, or over 1,490 bushels; November 27, the Duluth Imperial Mill unloaded a car of wheat containing 1,488 bushels; Carr & Co., Nashville, Tenn., about November 10, unloaded a car of oats containing 2,295 bushels; Walter Jurle & Co., Duluth, within two weeks in November, received 30 cars containing 1,300 bushels of wheat each, and one that held 1,580 bushels; a N. P. car delivered to the Consolidated Elevator, Duluth, November 29, 1,502 bushels of wheat; Graham & Co., St. Louis, November 30, received a Penn. Ry. car carrying 88,370 pounds, 1,578 bushels, of corn, and so on. The elevator records would doubtless show many other big ones and innumerable others ranging all the way down, say, to 400 to 500 bushels, the Chicago average carload during the last

fiscal year having been 811 bushels of wheat, 783 of corn, 1,155 of oats, 735 of rye, 801 of barley.

Some, perhaps most, commercial exchanges provide that 500 bushels of corn and wheat, 900 of oats, etc., shall constitute a carload. These standards have long since become so small that cars of the required size can hardly be obtained any longer. As the term may easily be used by the unscrupulous to drive hard and unfair bargains, either as buyer or seller, in view of the apparent hopelessly indefinite character of the term as a measure of quantity called for by a contract, the good sense of the commercial exchanges should be called on to abolish it wholly as a commercial term, and thus hasten its expurgation from the lawful "custom" terms in use by the trade.

THE CANAL QUESTION.

The decline in shipments via the Erie Canal in 1898, the abandonment of the Delaware and Hudson Canal by its owners, who say they can now haul coal more cheaply by rail, the contemplated sale of the Chesapeake and Ohio by the state of Maryland, and the decline in business on the Illinois and Michigan Canal, all unite to give pertinence to the question, "Are canals a failure?" to which both Bradstreet's and the Engineering News have given space quite recently to answer in the affirmative.

The canals were built, in the first place, for conditions as they existed prior to fifty years ago, and they were fully equal to all the requirements of those times. Since then, however, the railways have improved their roadbeds with heavier rails, strengthened their bridges, increased the hauling capacity of their locomotives and the carrying capacity of their cars, so that a single grain train on the Pennsylvania or New York Central will to-day carry as much grain as a canal propeller and complement of consorts will carry on the enlarged canal, and make much better time. The canals, therefore, stand face to face with entirely new conditions, which their depth and the size of their locks unfit them for meeting successfully.

But if the lake routes can still compete with the rail routes canal transportation also is still within the realm of usefulness, provided their carrying capacity is enlarged as now it is proposed to enlarge the Erie and Canadian canals. As for the others, even the so-called Hennepin and Illinois and Michigan canals, which in effect will be one canal from Lake Michigan to the Mississippi River, they are too local in character to be counted as other than of local importance as regulators of rates.

But whether the canals shall carry again, as they once did, great quantities of grain, or but little, is of minor moment; their power to dictate and maintain minimum rates is beyond question; and had those waterways named never carried a bushel of corn or pound of merchandise, they would still, by their moral influence over rates, have justified their existence and cost. They have forced the railways to meet the rates they were able to make, though now they are forced in turn to meet those made by the railroads. The vital issue in behalf of the canals is the proposed enlargement of the Erie and Canadian canals, which are

the arbiters of grain rates to the seaboard for the great Northwest. So long as those routes are able to hold their own and keep the railways in check, low grain and ore rates will continue to obtain to the benefit of the West as well as the handlers in the East, whether the canals or the railroads carry the stuff.

THE WAREHOUSE CASE.

An order entered December 5 by Judge Tuley at Chicago, in the case of *The People, etc., vs. The Central Elevator Company*, is the technical form of reopening the old contest between the grain receivers and the public warehousemen of Chicago. As anticipated in our last issue would be the event, the parties agreed to obtain from the Supreme Court a new decision, based on the present statutory law of the state, on the question of the warehousemen's right to act simultaneously as public warehousemen and also as grain buyers. The matter, therefore, came before Judge Tuley, on the petition of Attorney Henry S. Robbins, asking that the officers of the Central Elevator Company be ordered to appear and show cause why they should not be held in contempt of court. The order was entered and notice served on John S. Hanna, general manager of the defendant company, to appear before the court by December 16 and so make answer.

SOUTHERN CORN.

The announcement that the receipts of new Southern corn at Baltimore this season have been about three times as great as last year gives some emphasis to the figures printed elsewhere in this issue on the corn crop of the South. Clearly, the South is getting tired of cotton, which every year increases in quantity and is sold for a lower price, and is awaking up to the wisdom of diversifying her crops.

Of late years the South has been to a degree unknown prior to the Civil War dependent on other sections for food, both of flour, meal and meat; but the indications this fall point to the beginning of a new era, when the South will become not only a cotton-growing section, but also a producer of wheat and corn, to be milled at home.

The corn crop of 1898 is significant, not merely as being a record-breaker in its way, but as pointing to the return of old conditions in the South, when in a self-feeding and self-sustaining community South cotton will be raised only as the "surplus money crop." All the people will prosper.

NATIONAL BOARD OF TRADE.

The National Board of Trade is now in session at Washington City, the 29th annual meeting have begun on December 12. The attendance is reported as large, all the leading commercial exchanges being represented by delegates.

The topics proposed for discussion and action by resolution are more than commonly interesting, involving the disposition of the Philippines and other Eastern islands lately the property of Spain, the amendment or repeal of the Interstate Commerce Law (proposed by Chicago), railway pooling (proposed by Boston, New York and Philadelphia), the inland waterways,

merchant marine, reciprocity, etc., etc., including banking and currency reform and the abolition of the stamp tax of 1 cent for each \$100 of sale on boards of trade or similar places (indorsed by Chicago, Baltimore and Cincinnati).

The discussions and action of so distinguished a body of business men will doubtless have some weight with Congress, which also is in session, and should have more, although, like most bodies of this kind, it is somewhat disposed to scatter its force by the attempt to force too many topics, however important, upon public and congressional attention at one time.

THE CAMPAIGN AGAINST SHORT WEIGHTS.

The campaign against the short-weight nuisance at the Southwestern terminals has been going on during the past month, and in a manner, it is believed, likely to put, ultimately, a stop to the complaint. At Galveston, when the matter assumed a serious form, the Texas Association took up the question with laudable vigor, sending its secretary to that port with instructions to stay there until he had found the trouble. So far as appears from information in our hands, the main cause there was leaky cars and losses en route; and the entente cordiale between shippers and elevators has since been restored by a discovery of the facts and a visit en masse of the shippers to Galveston on the 4th and 5th inst.

In Kansas City the readjustment of relations has not been so rapid nor complete, but the work has already been productive of good. Since our last issue, as Secretary Bewsher informed his Association in his "Gen. Bul. No. 7," the Nebraska Association has joined hands with the Kansas Association in support of the latter's checking system at Kansas City, getting immediately the benefit of the system, as well as adding the moral support of the Nebraska Association to the system in general.

For obvious reasons it is not deemed advisable for us at this time to publish in detail what we know of the work so far accomplished by the system. But it is betraying no confidence to say that the statement, broadly published during the month by the Kansas City papers, that the Association's agents have found the shortage is wholly due to bad cooerage and leaky cars—"26½ per cent of the cars arriving being in bad condition"—is not true. There has been but little leaking and stealing from cars en route discovered so far.

The fact, however, that with very few exceptions the system, after only a month's experience, is cordially approved by the shipper-beneficiaries of it, is ample proof of its usefulness; and we believe we may safely add, basing our opinion on our knowledge of what has been done, that as to that market, at least, the short-weight problem has been solved. The success there, indeed, gives added strength to the position taken by Mr. N. S. Beale of Tama, Iowa, on this subject at the late convention of the National Association, and justifies, as it also should give great encouragement to, Mr. Beale's committee on short weights, appointed by the National Association. A method has been found to stop shortage; it only remains to make its application universal when necessary.

MORE ABOUT STORAGE.

Our department of Communications this month again draws attention to the storage question, and again the consensus of opinion is against the system. The reasons, in part, are naturally a repetition of views expressed last month, but other new and quite strong arguments are presented this month, to which we invite the readers' notice.

The farmer's side of the case has not been presented, nor is it necessary for our purposes, perhaps, that it should be; but incidentally it may be said that the more intelligent farmers recognize the fact that storing grain on the farm is always accompanied by some loss; loss in weight, deterioration in quality, loss from ratage, cost of insurance, etc. A farmer, writing the Country Gentleman on this subject, recently said: "When all the costs of holding products are taken into account, it will be seen that they foot up to an amount that makes some advance in price necessary to cover them."

This loss they expect to stand themselves, and do stand, unless they can find generous elevator men to stand it for them. Our correspondence would seem to indicate that elevator men are breaking away from that questionable practice.

BARLEY AND RECIPROCITY.

The reciprocity schemes proposed for submission to the Quebec Commission seem, so far as agricultural products are concerned, to have taken the turn of an attempt on the part of the Eastern maltsters to restore the conditions, prior to 1890, of free Canadian barley.

Undoubtedly free Canadian barley would be an advantage to the malting industry in New York state. For while the barley of the Mohawk Valley and much Western malted in that state looks like that of Ontario and Quebec, yet, as has been said, "it is only the expert of long experience who knows that these fields of barley on opposite sides of the lake are really complementary, and that there is some subtle evasive quality in the soil on the Canadian side that makes the barley grown upon it of a much higher standard than that grown south of the lake. The New York brewers say that our barley mixed with that grown in New York produces a far better beer than the New York barley alone, and they want Canadian barley for mixing purposes to keep up the quality of their own."

The same argument might be applied ad libitum in many directions and in many industries, however—so many, that in view of the record of the present American administration at least, on this question, to go no farther, this reciprocal relation of "dissimilar" or "complementary products" seems hardly likely to obtain to any marked degree.

The latest corner is in wheat screenings, the sale of which has just attracted public attention as a "new industry." The screenings are used largely for fattening sheep in and about St. Paul, and the rise in price of screenings from \$5 to \$8.50 per ton about December 1 is said to have sent no less than 1,000,000 sheep from St. Paul to the corn belt of Iowa and Nebraska.

EDITORIAL MENTION

In buying damp corn, remember that the inspector is the "whole thing" at the terminal.

This is a good time to hang onto your nerve and to buy new corn for what it is, and not what it ought to be.

T. C. Friedlander will please accept our thanks for a copy of the 31st Annual Report of the San Francisco Produce Exchange, just received.

Meeting "any price quoted by anybody" is mighty poor business, either buying or selling, when to meet it entails loss. In such cases let the other fellow do the walking.

This is a good time of year, and a good year, to give the grain dryer a trial. The grain dryer and the grain cleaner are great money-makers when you know how to use them.

The Kansas Grain Dealers' Association checking weighmen have been put into the two receiving elevators at Atchison, where they are checking weights on about 40 cars daily.

The Chicago roads have revised their rule as to demurrage, so that the consignee has 48 hours instead of 24 only in which to unload his car. Cincinnati roads have also granted similar relief.

The so-called Glucose Trust at Chicago is to have a rival at Waukegan, where the U. S. Sugar Refining Company has started up its plant, which will use about 20,000 bushels of corn daily.

A modern Solomon has said: "He who thinks he can corner all the business in his town is himself cornered by the narrowness of his own judgment." Is there an exception in the grain trade?

The Danish people, after many generations of use of an arbitrary system of weights and measures, which agrees with no other system in the world, are apparently about to reject their traditional inconvenience for the metric system.

Vessel owners are of the opinion, Duluth reporters say, that the insurance companies will raise rates next season on marine risks, in view of the bunch of losses sustained by the companies just at the end of the season. Why not hope they will forget all about them before next season opens? That's better fun than nursing borrowed trouble all winter.

The Woolners of Peoria have incorporated the Great Eastern Distilling Company, with capital of \$600,000, "to fight the trust." The purpose of the new company may not be correctly stated—reporters sometimes make mistakes, especially about "trust" fighters, who are not so numerous as some people would like. Business men are less sentimental than one would suppose from all he hears, and making spirits—to sell to the smokeless powder fac-

ories, of course—is more profitable than fighting windmills.

A local editor, at Geneseo, Ill., says, "Cobs and kerosene are ideal fire kindlers, but the cobs are short now." It is said cobs are permanently short where many cob-and-kerosene fire kindlers go, but as many go and none come back, of course, there's no telling for sure.

The fire in the Peavey Elevator at South Chicago this month was an exception to the rule in elevators, which is a total loss. The adjusters were surprised that the prompt work of employes held the loss to about 5 per cent, and held a congratulatory meeting on the subject.

Secretary Smiley of Kansas has been keeping his district meetings going lively this winter, his latest dates having been Hiawatha, 12; Coffeyville, 13; Wellington, 14; Wichita, 15, and Great Bend, 16. In both Kansas and Nebraska these district meetings, under the direction of the secretaries, have proved exceedingly valuable in adding force to the Association's work.

A weighman at St. Peter, Minn., who left his weight-ticket book within reach of the public, lost out a sheet, part of which afterward turned up as a forged ticket calling for \$59.40. A mistake of the forger in stating the grade of the wheat alone prevented its payment by attracting the cashier's attention. So there are other private papers besides track-buyers' bids which elevator men leave lying around loose for the public to help themselves to.

Buffalo's insurance rates have been reduced from 10 to 40 per cent. The application was made by the standard old-style wooden elevators for reductions, and the following were made to them: On grain remaining a month or less, a reduction of 40 per cent allowed; for one to two months, 30 per cent; two to three months, 25 per cent; three to six months, 20 per cent, and six months to a year, 10 per cent. This is based on the total reduction which was made in August, 1897.

Chicago's river harbor is becoming more and more unsuited to the conditions of the lake grain trade. The tunnels under the river limit absolutely the draft, while the narrow channel is not infrequently blockaded through the difficulties of handling the larger vessels, even when loaded light to pass the tunnels. Recent blockades near the new Armour house have shown the gravity of a situation which no one expects to see solved very soon, except by sending the grain to the Calumet region.

The large amount of wet wheat in the Northwest has drawn attention to the quality of the grain as seed, and the possibility of its impaired germinating power. The temptation of farmers is, of course, to dispose of the grain that brings the best price, and hold the poorer for seed, and besides there is the danger that dead seed may be held unwittingly. In order to guard against such accidents, the Central Experiment Farm at Ottawa, Canada, announces that doubtful seed will be examined free, an ounce of grain being sufficient to make the necessary test. No doubt American stations

would perform a similar service for farmers, but we are not advised of their advertisement to do so.

Two more of the big suits against Iowa railroads, to collect excess freight paid, have been dismissed at Lemars. The sum involved was about \$24,000. The principle at stake, however, will be fought for in other cases now in the courts which, it is expected and hoped, will not be dismissed without a trial to the finish.

Several reports have come in since the cold weather began of damage to gas engine plants by frost. In a Tennessee flouring mill, for example, the freezing of pipes caused an explosion, which did several hundred dollars' damage to the mill. A slight freeze in the water jacket or the congealing of moisture in the pipes will often cause great annoyance by cracking a valve, or bend, or even the jacket itself, compelling repairs to be made at busy times. These accidents can be prevented by obvious precautions.

The Philadelphia people were immensely pleased with the tribute paid by Mr. E. R. Ulrich Jr. to Mr. John O. Foering, the well-known chief grain inspector at that port, and several of the leading dailies have commented editorially on the remarks of the gentleman from Illinois. No one in the West will begrudge either the Quaker City or her most excellent chief inspector one iota of that satisfaction. Mr. Ulrich's encomium was quite deserved, and it is no secret that Western shippers to Philadelphia would keenly regret any change in the management of Mr. Foering's office, whom they wish many years yet to come of public usefulness and that personal happiness due to him who does his duty well.

Secretary Bewsher of the Nebraska Grain Dealers' Association has put into operation his plan for a state crop report, prepared from data supplied by members, which is to be tabulated by the Secretary and issued by him in bulletin form to members only. His tentative circular, "Crop Service Report No. 1," issued December 1, is very comprehensive in the scope of its 16 questions. The usefulness of the report obviously depends on the thoroughness with which the Nebraska dealers coöperate with the secretary by sending him complete and accurate, or carefully considered, replies, where an opinion is asked for. If the plan is properly supported by the dealers, however, it can hardly fail to be of great value to them.

The members of the Philadelphia Commercial Exchange, on December 3, says the Ledger, formally denied the charge of the Copenhagen Free Port Company of Denmark that corn shipped from Philadelphia was dirty and contained bits of cob, etc., basing their denial on Mr. Ulrich's recent statement that, "if the grades of grain from Philadelphia give as great satisfaction abroad as to the West, the foreigners are certainly getting all they can possibly ask for." The West "seconds the motion"—both Mr. Ulrich's and the Commercial Exchange's; and does so none the less heartily because the West sells on the Philadelphia grading. The Danes, of course, are hypercritical.

Still, they seem to be doing the buying in Copenhagen. The Philadelphia shippers must not forget that fact.

The Montreal Trade Bulletin tells the interesting story of the "Aspiring Farmer" who repented him of his belief that all the good things in life fall naturally to the grain dealer. The story is repeated elsewhere in these columns. The moral is an old one; but the guileless Canuck's experience and example will not deter other farmers from taking a shy for the same sort of rainbow gold. And yet a farmer ought to be aware that no one so much enjoys skinning a farmer till the blood spurts as does a farmer; and he doesn't have to be Canuck farmer, either.

A Kansas City court recently found for the defendant railroad, where a grain company had sued for a shortage of 10,000 pounds of grain, and another claim for 26 bushels of grain which leaked out of a car was called unique, when the victim called on the Kansas railroad commissioners to help him collect the shortage from the railroad. The claim was unique, indeed; not because the loss was rare or exceptional, but because the victim had the nerve to ask the railroad to pay the loss, as it would have expected to pay had the loss been of any other kind of merchandise than grain.

At an Iowa town recently three grain and stock buyers, some of whom occupied honorable and respectable positions in the business affairs of the town, such as handling the people's cash as bankers, were convicted in a court of record of systematic and long-continued stealing from their farmer patrons by false weights of grain and stock. Their prosecutions had been pushed by a rival in business, who showed in this conclusive but somewhat unusual manner why it was he had been unable to compete as to prices with his more thrifty but less scrupulous competitors.

The newspapers of Cincinnati have discovered that the grain, hay and flour receivers, that is to say, the wholesale dealers, of that city are going to form a "trust," the plan being to take all the 30 firms in the city into the deal and to divide the profits, letting the officers "do all the work," and thus effect "a saving in expenses of about 75 per cent." Well, now that business generally is booming all over the country, the "trust" craze seems to be peculiarly catching again, and there is no special reason why Cincinnati should escape the infection. But all the same, one is hardly inclined to have too great faith in a grain, hay and flour trust—not in Cincinnati.

The lake navigation season just closed was not altogether satisfactory to vesselmen. Rates on grain were low to record making all season, even the usual rush at the close having failed to benefit rates as anticipated. There was a short period of firm rates, but with an overrun of tonnage at the end the steady 2 cents for corn from Chicago and $2\frac{1}{2}$ from Duluth broke $\frac{1}{4}$ cent when it should have gone the other way. And this, too, in spite of the removal of considerable tonnage to the Atlantic during the season and disastrous storms immediately preceding the

final collapse of rates. After the season closed 4 cents was offered for room at Duluth. It looks now as if the moderate and smaller sized vessels are doomed to extinction by the 400-foot iron steamers.

The number of "boards of trade," branch "commission houses," "stock and grain exchanges," etc., springing up in the country towns of 8,000 to 15,000 people is rather larger than usual this winter. But business is good and John Hill has been making it rather torrid in certain business circles for this time of year. If a man "must live," and he really must if he hopes to shorten the time he shall be dead, there doesn't seem to be a much easier way than running a "board of trade" in a wide-open town in the country, where the natives, all unused to guile, are still artless and sporty.

The joint meeting of representatives of the mercantile and railway interests, held at Chicago October 5, the precursor of others elsewhere, has been crowned with the first flush of success by the passage by the lower house of Congress of the anti-ticket-scalping bill. This is important, no doubt. Hereafter all passengers on American railways will pay full fare—except those who get free passes. It doesn't occur to us at this moment when the representatives of the "mercantile and railway interests" held a meeting in the interest of uniform freight rates, or a loading fee for elevator men, who collect and load freight for the railways without compensation, or for a better car service for grain dealers, or for any of those other reforms which are, of course, of minor, not to say theoretical, importance only, from certain points of view, compared with the suppression of the ticket-scalper, who could never at any time in his existence have survived a month but for the "aid and comfort" given him by the railways themselves. But doubtless the "mercantile" interests will get around to those trifling matters of freight traffic reforms later on.

The Chicago daily papers, in announcing the decision of Judge Grosscup in the case against Edwin S. Skillen, a prominent member of the Chicago Board of Trade, were, under the circumstances, unnecessarily lurid in sending the gentleman to jail "in default of payment of \$500 fine." The case was an agreed one to test certain constitutional questions in connection with the stamp tax law on behalf of the entire grain trade. The case was this: On November 2 Mr. Skillen agreed to sell to the firm of Frank Harlow & Co. a lot of corn, and then made another deal by which he was to buy the same amount of corn at a higher price from the same firm. The transfer was concluded, Mr. Skillen, however, failing to give to the other firm any written bill or make any memorandum of the deal. He was technically arrested on a bench warrant issued by Judge Grosscup and the trial before a jury resulted in finding the defendant guilty. In his petition for a writ of habeas corpus Mr. Skillen declares the law does not clearly specify that a written agreement must be signed in such a deal, and he further claims that the District Court has no jurisdiction in such matters. His friends will be pleased to know that, pending an appeal to the Supreme Court, Mr. Skillen is permitted to be "out on bail."

IN THE COURTS

Fred Pargellus, who was foreman of the late Union Elevator, at Toledo, and was injured in the fire, has sued Paddock, Hodge & Co. for \$25,000 damages.

The directors of the Madelia Farmers' Warehouse Company of Madelia, Minn., have been indicted for larceny and embezzlement. The cooperative company failed, and the directors are now charged with someone's sins—whose remains to be seen.

The proceedings in the application of Eben F. Osborn vs. the Short Risk Grain Co. of Minneapolis, for a receiver, disclose the fact that the company was a gambling venture, and that the proceedings are to get possession of the cash assets still on hand.

Robert H. Kelly has sued the Chicago Board of Trade Association for \$260,000 damages, the action being based on his expulsion from the board two years ago for alleged irregularities in conducting his business. He alleges he was not given an opportunity to make a defense, etc.

Chas. H. Faith & Co., Decatur, Ill., have sued Frances Winslow for damages. They allege they offered the defendant a certain sum for a crib of corn which they estimated to contain a certain quantity of corn. The offer was accepted, but the corn ran short of their estimate. They now sue for the difference.

The P. P. Williams Grain Co. of St. Louis, and C. D. Smith & Co. of Nashville, Tenn., on November 4, began suit against the Tennessee Milling Company of Estill Springs, Tenn., to recover \$5,000, the value of the amount of shortage on 214,000 bushels of wheat stored with the defendant company on final settlement.

The H. E. Owen Grain Co. sues the Seeds Grain Co. at Columbus, Ohio, on a contract. Plaintiff claims defendant agreed to deliver to it five cars of white corn at 30½ cents, and that but one was delivered; that plaintiff thereupon had to buy four cars to make up the deficiency, at 36 cents. Plaintiff sues for the difference, with \$100 as damages.

In the case of Jas. Hodges vs. Geo. F. Lamb at Lapeer, Mich., the court assessed Hodges' damages at \$475. Hodges had stored 651 bushels of wheat in Lamb's elevator, which burned while the wheat was in it. Lamb claimed the stuff was stored there at owner's risk; but Hodges testified that after he delivered the wheat to the elevator he had no control of it.

T. C. Caumissar, a grain dealer at Louisville, Ky., has sued the sheriff of Jefferson County, in the sum of \$5,000, alleging that the sheriff had returned a judgment for \$903.15 against plaintiff, as unsatisfied and indorsed "no property found." Plaintiff asserts the return was false and known by the sheriff to be false, and that thereby he has been greatly damaged in his business and credit.

The W. H. Ketzbach Milling Company of Wells, Minn., November 11, secured a verdict for \$141.23 against E. Biese, a farmer, this sum being the difference in price on 700 bushels of wheat. The milling company purchased for future delivery, but when the price advanced meantime 20 cents per bushel, the farmer sold to another buyer at the top price and failed to deliver to the milling company.

The Isaac Harter Milling Company, Fostoria, Ohio, has begun suit against the C. H. & D. Railway to recover \$331.50. The plaintiffs claim that they bought a carload of wheat of Wm. Guin of Dayton and paid Guin's draft attached to the C. H. & D.'s bill of lading. When the wheat arrived it was below grade and was refused. The C. H. & D. road then rebilled the wheat to Baltimore, where Guin again collected for the grain; but, as he afterward became insolvent, the plaintiffs allege they have been unable to collect from him the sum paid on the first bill of lading. They contend that the railroad company had no authority to make out the second bill of lading, and they ask the court to hold the defendant company liable for the sum paid on the first draft.

Trade Notes

The Barnett & Record Co. of Minneapolis report having had a busy summer and fall, with much work still in hand.

The N. P. Bowsheer Co., South Bend, Ind., received a gold medal from the Omaha Exposition, where they exhibited their feed mills.

The Riter-Conley Mfg. Company, Pittsburg, Pa., has the contract to erect several buildings for the Mexican City Tramway Company. About 300 tons of structural steel will be required.

The Otto Gas Engine Works of Philadelphia, Pa., were awarded a gold medal for their Otto Gasoline Engines, exhibited at the Trans-Mississippi Exposition at Omaha. They are justly proud of this award, as it was secured in competition with other makes of engines.

Elmer E. Bast of Chicago, who recently secured the rubber belting contract of Armour's new Elevator "D" for the Diamond Rubber Co., Akron, Ohio, has just closed the contract for the fire hose, reels and couplings, for the same building, for another company represented by him.

The S. Howes Co., Silver Creek, N. Y., inform us that they have received a duplicate order for twenty-five of their new special separators, making the second order of that size received within 60 days. The company thinks this clearly demonstrates that Eureka Separators give satisfactory results.

Elevators are now being built at Salina and Perth, Kans., and at Converse, Ind., after "Model" plans furnished by the Western Elevator Construction Co. of Conway, Kans. Among the recent buildings after these plans is the one at Ellis, Kans., for H. Work & Co. and at Asherville, Kans., for M. L. Marshall.

We have received from the Marseilles Mfg. Co. of Marseilles, Ill., a copy of their latest general catalogue. Its 126 pages contain complete and satisfactory descriptions and illustrations of many machines required by grain handlers. Among them are power and hand corn shellers, corn cleaners, feed grinders, horse powers, etc.

The Skillin & Richards Mfg. Co. of Chicago reports a very large trade on its Burrell Gas and Gasoline Engine. In addition to very good sales in the States, the company made recently several large shipments to Mexico. They have a very neatly printed circular, descriptive of this engine, which they will be pleased to send on application.

The Rice Machinery Co. of Chicago has been doing a large business in rope transmissions. The following are some of the parties from whom they have contracts: Woelfel Leather Co., Morris, Ill.; Falls Mfg. Co., Oconto Falls, Wis.; Childsdales Strawboard Mills, Childsdales, Mich.; Northwestern Grass Twine Co., St. Paul, Minn.; McCormick Mfg. Co., Des Moines, Iowa; Seymour & Peck, Chicago; Chas. Pope Glucose Co., Geneva, Ill.; J. M. & V. Weil, Chicago.

The Jeffrey Manufacturing Company of Columbus, Ohio, have recently taken up the manufacture of the Columbian Separator-Screen and Bolter, and advise us that they have erected an experimental machine at their works for the testing of such material as may be sent them for that purpose. Parties interested in the screening or separating of cement, cement clinker, ores, phosphate rock, marble, fertilizer materials, bone ash, plaster of Paris, sand, coal, earth, clay, etc., can secure further data and prices by addressing the manufacturers.

The Invincible Grain Cleaner Co. of Silver Creek, N. Y., believe thoroughly in keeping their shops and line of manufacture up with the times. Not content with adding all modern tools and employing only the most skilled labor, they have recently installed a large dynamo, and now their shops are all lighted with electricity generated in their own plant. They are bringing out new machines all the time to meet the demands of the trade and besides the two additions to their already large line, as shown in their advertisement in this issue, they are working on

other new machines, which we hope to illustrate in due time.

The Weller Mfg. Co. of Chicago report sales unusually heavy, among grain elevators, of its new improved friction clutch. A great number of tight and loose pulleys, which have been largely used heretofore on gasoline and small steam engines, have been replaced by this clutch. A circular recently issued by the company gives a detailed description of the clutch and a concise statement of its good points.

THE NATIONAL LINSEED OIL COMPANY.

By advertisement dated November 28, the Olcott reorganization committee announced that a majority of the shares of the stock of the National Linseed Oil Company had been deposited in New York under the agreement of September 8, and that no further deposits would be received after the 22d inst., except on such terms as may be imposed by the committee.

This means that a new company will absorb the old National Linseed Oil Company and its plants, the new company being called the American Linseed Oil Company. It will have a capital of \$35,000,000, of which one-half will be 7 per cent non-cumulative preferred, the other half common. The company, in addition to the plants of the National, will take over eight now independent companies, or enough to give it control of 90 per cent of the linseed oil output of the country. The independents get in on terms apparently very advantageous to themselves. Of the American's stock, \$10,000,000 of preferred and a like amount of common will go in payment for the properties to be taken over, and \$5,000,000 will be underwritten to buy the seed and oil on hand and leave a working capital of \$1,500,000 cash, and \$2,500,000 each of preferred and common stock in the treasury. The new company will pay none of the debts of the National, the latter company settling its own accounts. Its stock advanced 2 points to 110½ on December 1.

The management of the American company will, it is announced, be selected from the outside mills, and as they all take stock for their plants, this arrangement insures the continuance of the practical men in the business. Mr. B. F. Miles of Cleveland will be president of the company. Enthusiastic promoters in the new company say: "Already the savings outlined amount to more than 35 per cent in the eastern territory alone. From the figures now at hand, covering outstanding contributions and indicating the volume of business of the first six months, it is estimated that the preferred stock will earn in the next six months its 3½ per cent, and not less than 3 per cent will be earned on the common stock. In the first year the preferred will earn and receive its 7 per cent, and the company will earn not less than 6 per cent on its common."

The reorganization will no doubt put an end to the long disorder into which the linseed business has fallen since the National went to pieces; and on the announcement of the success of the committee's plan seed advanced 2 cents on November 30, thus meeting the expectation of traders who a fortnight before had predicted such advance in the event of the reorganization plan going through. The new company will doubtless take about all the seed offered, having a crushing capacity exceeding the entire crop of the country. Seed is now considerably above the exporting basis, and has been for several weeks.

Final crop estimates by the Duluth Commercial Record to December 1, allowing for all loss and damage to date, make the crop of seed equal to 17,950,000 bushels, which, with surplus on hand August 1, would make the total available supply 19,000,000 bushels. Deducting for seed 1,500,000 bushels, exports 2,500,000 bushels, and amount consumed August 1 to December 1, 8,000,000 bushels, there is still on hand 7,000,000 bushels of seed. Of this total 2,000,000 bushels are in terminal stocks and private elevators, 1,500,000 bushels in interior elevators, 1,500,000 bushels in hands of crushers, and 2,000,000 bushels in farm-

ers' hands. The Paint, Oil and Drug Reporter, however, has estimated the crop at only 14 to 15 million bushels. The government has made no estimate of the crop for several years.

As matter of record, the following estimate of the yield of 1898, made by the Orange Judd Farmer to November 15, will be interesting:

FLAXSEED CROP OF 1898 WITH COMPARISONS.

| | Acres. | Yield. | Bu. |
|-------------------|-----------|--------|------------|
| Wisconsin..... | 22,000 | 15.0 | 330,000 |
| Minnesota..... | 350,000 | 13.2 | 4,620,000 |
| Iowa..... | 250,000 | 13.5 | 3,375,000 |
| Missouri..... | 77,000 | 9.5 | 732,000 |
| Kansas..... | 220,000 | 7.5 | 1,650,000 |
| Nebraska..... | 24,000 | 10.0 | 240,000 |
| North Dakota..... | 310,000 | 12.0 | 3,720,000 |
| South Dakota..... | 300,000 | 8.5 | 2,550,000 |
| Total..... | 1,553,000 | 11.1 | 17,217,000 |
| 1897..... | 1,130,000 | 9.6 | 10,891,000 |
| 1896..... | 1,145,000 | 11.3 | 17,402,000 |

NO 1. CASH FLAXSEED PER BUSHEL AT CHICAGO.

| | 1898. | 1897. | 1896. | 1895. | 1894. | 1893. | 1892. | 1891. | 1890. |
|-----------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Jan..... | \$1.16 | \$0.73 | \$0.69 | \$1.38 | \$1.34 | \$1.09 | \$0.94 | \$1.14 | \$1.34 |
| Feb..... | 1.32 | .78 | .93 | 1.43 | 1.41 | 1.16 | .97 | 1.24 | 1.36 |
| Apr..... | 1.16 | .71 | .88 | 1.37 | 1.20 | 1.12 | .96 | 1.17 | 1.48 |
| May..... | 1.31 | .80 | .92 | 1.43 | 1.32 | 1.17 | .98 | 1.23 | 1.50 |
| July..... | .89 | .77 | .76 | 1.19 | 1.13 | 1.02 | 1.00 | 1.00 | 1.28 |
| Aug..... | 1.07 | .89 | .76 | 1.47 | 1.40 | 1.11 | 1.03 | 1.06 | 1.37 |
| Sept..... | .86 | .96 | .63 | .90 | 1.22 | .97 | 1.38 | .89 | 1.41 |
| Oct..... | .93 | 1.09 | .78 | 1.04 | 1.50 | 1.06 | 1.09 | 1.04 | 1.56 |
| Nov..... | 1.04 | .71 | .91 | 1.38 | 1.16 | 1.07 | .93 | 1.11 | |
| Dec..... | 1.22 | .79 | .94 | 1.53 | 1.40 | 1.11 | .96 | 1.25 | |

NO CHANGE OF RULES.

On November 29 a petition signed by 100 members of the Chicago Board of Trade was sent to the directors of that body asking that No. 2 Spring Wheat be made the contract, or speculative, grade. The petition was referred to the committee on rules, who, as was expected, recommended to the directors to disapprove the petition, which was formally done on December 7, when the directors posted their reasons, as follows:

"That the proposed change would, in the opinion of your directors, result in unnecessary confusion in the trade.

"That your directors fail to see how any benefit would arise to the market by changing the rule as proposed.

"That the same proposition practically has already been submitted to the association and was rejected.

"That its adoption would be detrimental to the highest interests of the board."

If the 100 petitioners still desire to make the change they can bring the matter to a vote of the association by presenting a new petition for such a change in the rules signed by 100 members. It would then, under the rules, be necessary for the directors to put the matter to a vote of the membership. This disapproval by the directory will probably, however, settle the matter.

THE AFTERMATH OF THE TOLEDO FIRE.

On November 20, two months after the terrible explosion and fire in the Union elevator at Toledo, Ohio, during all of which time active work has gone on removing the ruins, the body of an unknown man was found in the debris, making fifteen known victims. The telegraph says: "His appearance indicated him to be a well-to-do man, and it is supposed he had been visiting the elevator at the time of the explosion."

On December 2 still another (the sixteenth) victim was found in the ruins, the body discovered being that of Harold Parks, aged six years, the son of Superintendent Parks, who also met his death in the elevator.

The wet and scorched grain in the ruins has been selling freely in the West to cattle feeders, some of whom say that cattle will leave any other kind of feed for the scorched grain, which they eat with a great relish apparently.

Another disposition of the wet grain is being made by J. J. Coon of Toledo, who has filled a trench 680 feet long by 80 feet wide and 6 feet deep with the grain, which is again wet with water before being covered with soil, after the manner of treatment in silo. It is expected that all tastes of sour and smoke will be removed, and the grain made fit for feeding purposes.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending with Dec. 12 has been as follows:

| November. | No. 2* R. W. WHT. | | No. 1 P. WHT. | | No. 2 CORN. | | No. 2 OATS. | | No. 2 RYE. | | No. 1 N. W. FLAXSEED | |
|-----------|----------------------|--------|------------------|--------|----------------|--------|----------------|--------|---------------|---------|-------------------------|-------|
| | Low. | High. | Low. | High. | Low. | High. | Low. | High. | Low. | High. | Low. | High. |
| 12 | 68 | 68 | 67 1/2 | 67 1/2 | 32 1/2 | 32 1/2 | 50 1/2 | 50 1/2 | 100 | 100 1/2 | | |
| 13 | 66 1/2 | 67 | | | 32 1/2 | 32 1/2 | 51 | 51 | 102 1/2 | 102 1/2 | | |
| 14 | 66 1/2 | 67 | | | 32 1/2 | 32 1/2 | 51 | 51 | 102 1/2 | 102 1/2 | | |
| 15 | 66 1/2 | 67 | | | 32 1/2 | 32 1/2 | 51 | 51 | 102 1/2 | 102 1/2 | | |
| 16 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 17 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 18 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 19 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 20 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 21 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 22 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 23 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 24 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 25 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 26 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 27 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 28 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 29 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 30 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 31 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| Dec. 1 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 2 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 3 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 4 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 5 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 6 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 7 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 8 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 9 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 10 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 11 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |
| 12 | 68 1/2 | 68 1/2 | | | 32 1/2 | 32 1/2 | 51 1/2 | 51 1/2 | 101 1/2 | 101 1/2 | | |

*Free on board, switched and delivered
†Sales of No. 1 Northern Spring Wheat during the month were nearly all on private terms.
‡Holiday

During the week ending November 18, Prime Contract Timothy Seed sold at \$2.25 per cental; Prime Contract Clover Seed at \$7.25; Hungarian at \$0.50@0.65; German Millet at \$0.55@0.75; buckwheat at \$0.75@1.10 per 100 pounds.

During the week ending November 25, Prime Contract Timothy Seed sold at \$2.15@2.25 per cental; Prime Contract Clover Seed at \$7.25; Hungarian at \$0.50@0.65; German Millet at \$0.55@0.75; buckwheat at \$1.00@1.10 per 100 pounds.

During the week ending December 2, Prime Contract Timothy Seed sold at \$2.20 per cental; Prime Contract Clover Seed at \$7.25; Hungarian at \$0.55@0.65; German Millet at \$0.55@0.75; buckwheat at \$1.15@1.25 per 100 pounds.

During the week ending with December 9, Prime Contract Timothy Seed sold at \$2.20@2.25 per cental; Prime Contract Clover Seed, at \$6.85@7.20; Hungarian, at \$0.55@0.65; German Millet at \$0.55@0.80; buckwheat at \$1.20@1.30, per 100 pounds.

EXPORTS FROM ATLANTIC PORTS

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending Dec. 10, as compared with same weeks last year, have been as follows:

| Articles. | For week ending Dec. 10, Dec. 11. | | For week ending Dec. 8, Dec. 9. | |
|---------------------|--------------------------------------|-----------|------------------------------------|-----------|
| | 1898. | 1897. | 1898. | 1897. |
| Wheat, bushels..... | 4,453,000 | 2,340,000 | 3,877,000 | 3,661,000 |
| Corn, bushels..... | 3,195,000 | 3,827,000 | 4,154,000 | 3,857,000 |
| Oats, bushels..... | 232,000 | 1,559,000 | 448,000 | 1,759,000 |
| Rye, bushels..... | 155,000 | 213,000 | 260,000 | 407,000 |
| Flour, barrels..... | 355,900 | 468,500 | 432,000 | 258,900 |

THE CHINCH BUG.

The U. S. Department of Agriculture has issued a special bulletin on "The Chinch Bug," one of the most persistent pests the American farmer has to fight, the ravages of which have caused him greater loss than those of any other insect on the continent.

The chinch bug, it seems, first appeared in evidence in North Carolina in the year 1783, since when it has spread all over this country and many foreign countries, hibernating in the adult state.

The losses it caused from 1850 to 1898 are estimated at 330 millions of dollars.

The bulletin gives many new facts in the history and distribution of this pest, and the subject of its destruction is treated at length.

A well-known Montreal grain buyer, who has traveled a good deal in Quebec and Ontario, says that it would be difficult to point to any previous year when as many oats were held throughout the country as at present. He narrates an instance of a farmer east of Montreal who has resorted to the novel method of storing a portion of his oats in his bedroom, leaving only sufficient room for his bed, in the midst of 600 bushels of the grain piled up around it.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc. at leading receiving and shipping points in the United States for the month of November, 1898:

BUFFALO—Reported by Chas. H. Keep, secretary of the Merchants Exchange:

| Articles. | Receipts. | | Shipments. | |
|----------------------|------------|------------|------------|-----------|
| | 1898. | 1897. | 1898. | 1897. |
| Wheat, bushels..... | 16,149,667 | 7,074,001 | 14,245,000 | 6,254,900 |
| Corn, bushels..... | 7,506,725 | 5,187,150 | 4,230,000 | 2,914,911 |
| Oats, bushels..... | 2,592,600 | 8,181,114 | 2,232,000 | 8,263,713 |
| Barley, bushels..... | 2,915,281 | 3,886,461 | 851,000 | 770,750 |
| Rye, bushels..... | 694,443 | 1,080,976 | 465,000 | 304,013 |
| Flaxseed, lb..... | 1,18,022 | 728,654 | | |
| Flour, barrels..... | 9,741,543 | 17,312,147 | | |

CHICAGO—Reported by George F. Stone, secretary of the Board of Trade:

| Articles. | Receipts. | | Shipments. | |
|---------------------------|-----------|-----------|------------|------------|
| | 1898. | 1897. | 1898. | 1897. |
| Wheat, bushels..... | 5,096,675 | 4,197,910 | 4,297,293 | 1,754,953 |
| Corn, bushels..... | 8,976,530 | 7,484,948 | 13,340,580 | 10,016,116 |
| Oats, bushels..... | 8,309,958 | 9,938,395 | 5,745,926 | 9,482,039 |
| Barley, bushels..... | 2,662,827 | 3,145,438 | 1,273,298 | 1,555,385 |
| Rye, bushels..... | 794,300 | 509,710 | 848,331 | 573,158 |
| Timothy Seed, lb..... | 6,166,983 | 3,738,668 | 2,736,305 | 990,284 |
| Clover Seed, lb..... | 1,249,400 | 1,542,284 | 1,357,271 | 1,469,588 |
| Other Grass Seed, lb..... | 1,887,595 | 1,043,763 | 1,081,831 | 3,194,113 |
| Flaxseed, bushels..... | 769,566 | 625,737 | 230,516 | 221,100 |
| Broom Corn, lb..... | 2,977,625 | 1,992,737 | 541,085 | 892,573 |
| Hay, tons..... | 19,491 | 12,167 | | |
| Flour, barrels..... | 563,345 | 281,319 | 517,632 | 283,046 |

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce:

| Articles. | Receipts. | | Shipments. | |
|--------------------------------|-----------|---------|------------|---------|
| | 1898. | 1897. | 1898. | 1897. |
| Wheat, bushels..... | 201,563 | 431,370 | 105,208 | 171,745 |
| Corn, bushels..... | 564,379 | 496,158 | 260,650 | 167,656 |
| Oats, bushels..... | 571,145 | 465,579 | 128,020 | 164,659 |
| Barley, bushels..... | 55,435 | 66,327 | | 3,518 |
| Rye and other cereals, bu..... | | 136,893 | 112,319 | 4,599 |
| Baled Hay, tons..... | 5,394 | 4,020 | 2,853 | 1,168 |
| Flour, barrels..... | 39,170 | 114,737 | 28,790 | 28,632 |

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

| Articles. | Receipts. | | Shipments. | |
|-------------------------|-----------|---------|------------|---------|
| | 1898. | 1897. | 1898. | 1897. |
| Wheat, bushels..... | 45,891 | 61,218 | 18,465 | 41,937 |
| Corn, bushels..... | 281,096 | 222,740 | 25,410 | 100,420 |
| Oats, bushels..... | 418,327 | 207,950 | 162,378 | 92,859 |
| Barley, bushels..... | 210,755 | 187,826 | 8,422 | 2,100 |
| Rye, bushels..... | 56,980 | 42,668 | 6,733 | 1,632 |
| Hay, tons..... | 11,425 | 8,443 | 7,484 | 6,215 |
| Flour, barrels..... | 258,519 | 218,727 | 202,982 | 178,395 |
| Clover Seed, bags..... | 3,824 | 5,811 | 1,762 | 4,320 |
| Timothy Seed, bags..... | 7,368 | 3,613 | 870 | 1,610 |

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade:

| Articles. | Receipts. | | Shipments. | |
|----------------------|-----------|---------|------------|---------|
| | 1898. | 1897. | 1898. | 1897. |
| Wheat, bushels..... | 381,758 | 522,087 | 262,248 | 333,123 |
| Corn, bushels..... | 618,169 | 269,151 | 167,425 | 109,874 |
| Oats, bushels..... | 126,874 | 230,619 | 9,967 | 30,043 |
| Barley, bushels..... | 186,248 | 376,663 | 8,044 | |
| Rye, bushels..... | 54,147 | 136,088 | 35,285 | 183,110 |
| Hay, tons..... | | | | |
| Flour, barrels..... | 30,000 | 33,050 | 16,600 | 20,600 |

DULUTH—Reported by S. A. Kemp, secretary of the Board of Trade:

| Articles. | Receipts. | | Shipments. | |
|-----------------------------|------------|-----------|------------|-----------|
| | 1898. | 1897. | 1898. | 1897. |
| Wheat, bushels..... | 16,237,767 | 7,845,260 | 14,083,971 | 5,900,318 |
| Corn, bushels..... | 14,131 | 294,974 | 45,305 | 2,307 |
| Oats, bushels..... | 12,512 | 555,684 | 65,959 | 24,632 |
| Barley, bushels..... | 960,752 | 750,891 | 1,080,638 | 1,077,180 |
| Rye, bushels..... | 2,815,515 | 233,820 | 193,003 | 100,101 |
| Flaxseed, bushels..... | 1,571,913 | 1,738,875 | 1,332,842 | 1,473,787 |
| Flour, barrels..... | 521,736 | 571,708 | 895,970 | 762,550 |
| Flour production, bbls..... | 376,503 | 348,446 | | |

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

| Articles. | Receipts. | | Shipments. | |
|------------------------|-----------|-----------|------------|-----------|
| | 1898. | 1897. | 1898. | 1897. |
| Wheat, bushels..... | 3,157,050 | 2,280,500 | 3,069,300 | 2,847,300 |
| Corn, bushels..... | 600,750 | 1,556,300 | 416,250 | 1,095,050 |
| Oats, bushels..... | 196,000 | 285,000 | 204,000 | 93,000 |
| Barley, bushels..... | 2,400 | 2,400 | 1,600 | 1,600 |
| Rye, bushels..... | 92,550 | 27,300 | 39,000 | 42,250 |
| Flaxseed, bushels..... | 29,500 | 28,500 | 8,000 | |
| Hay, tons..... | 9,580 | 9,330 | 4,980 | 2,010 |
| Flour, barrels..... | | | 59,160 | 52,440 |

MINNEAPOLIS—Reported by G. D. Rogers, secretary of the Chamber of Commerce:

| Articles. | Receipts. | | Shipments. | |
|------------------------|------------|------------|------------|-----------|
| | 1898. | 1897. | 1898. | 1897. |
| Wheat, bushels..... | 12,181,140 | 12,409,570 | 2,433,450 | 1,432,360 |
| Corn, bushels..... | 286,410 | 845,700 | 16,580 | 192,810 |
| Oats, bushels..... | 971,230 | 1,265,230 | 91,070 | 9,950 |
| Barley, bushels..... | 295,850 | 317,920 | 204,340 | 164,540 |
| Rye, bushels..... | 167,620 | 124,940 | 131,900 | 112,610 |
| Flaxseed, bushels..... | 594,530 | 539,200 | 262,960 | 341,290 |
| Hay, tons..... | 2,123 | 3,236 | 60 | 95 |
| Flour, barrels..... | 12,177 | 18,062 | 1,528,968 | 1,288,518 |

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce:

| | | | | |
|--------------------|-----------|-----------|-----------|-----------|
| Wheat, bushels | 1,885,850 | 1,267,530 | 1,166,810 | 660,150 |
| Corn, bushels | 325,050 | 199,000 | 656,658 | 168,750 |
| Oats, bushels | 642,000 | 1,390,000 | 441,031 | 1,077,250 |
| Barley, bushels | 1,840,130 | 1,970,335 | 1,040,465 | 1,462,588 |
| Rye, bushels | 192,000 | 247,185 | 135,822 | 364,600 |
| Grassseed, lb. | 1,990,054 | 238,770 | 199,050 | 107,470 |
| Unthreshed bushels | 4,930,000 | 4,930,000 | 67,750 | 5,000 |
| Hay, tons | 3,256 | 1,657 | 53 | 6 |
| Flour, barrels | 316,825 | 219,910 | 342,285 | 342,285 |

ELEVATOR

GRAIN NEWS

ILLINOIS.

Malta, Ill., will soon have a new elevator.

Geo. M. Clark has sold his elevator at Low Point, Ill.

J. B. Carson is building an elevator at Perdue, Ill.

G. W. Helm's elevator at Longview, Ill., is completed.

Myer Bros. are building a new elevator at Cockrell, Ill.

Geo. A. Delong has remodeled his elevator at Osman, Ill.

A new elevator is now in course of construction at Risk, Ill.

Jake Bedert has engaged in the grain business at Fairland, Ill.

Wyeth & Hardin are enlarging their elevator at Fair Grange, Ill.

Work is about to be commenced on a new elevator at Ritchie, Ill.

Watson Murdock has embarked in the grain business at Murdock, Ill.

Mr. Day continues the grain business of Day & Duffy at Monica, Ill.

The fine new elevator at Ocoya, Ill., is completed and in operation.

Quigg, Tanner & Co.'s new elevator at Atlanta, Ill., is completed and in use.

Burgner & Reat have traded their elevator at Charlestown, Ill., to Alex. Richter.

A portable elevator for loading cars from wagons direct is now in use at Victoria, Ill.

John Doyle will embark in the grain business at Longview, Ill., in a new elevator.

Dr. Glaze of Grayville, Ill., is building a large elevator at Hovey, on the P. D. & E.

Kirkpatrick & Co., Penfield, Ill., are about to install a new engine in their elevator.

J. H. Taggart & Son have been engaged in remodeling their elevators at Wenona, Ill.

H. J. Bowman is trying to organize a firm or company to build an elevator at Alton, Ill.

G. Moobury is remodeling the old elevator at Milford, Ill., and will soon put it in operation.

French & Co.'s elevator at Tolono, Ill., is completed, and the Central Elevator is nearly so.

It is reported that Michael Riley of Saunemin, Ill., is building an elevator at Symerton, Ill.

The Gillberry Elevator at Randolph, Ill., has been purchased by a Mr. Steiner of Heyworth.

The Taylor Elevator at Earlville, Ill., has been resided and other improvements are being made.

Dale Stapleton has taken Chas. Mitchell of Asumption, Ill., as a partner in his elevator at Lake City.

J. H. Eversole contemplates enlarging his storage capacity at Mayview, Ill., to 10,000 bushels of ear corn.

Benson Bros. & Co. have sold their elevator at Rising, Ill., to C. H. and P. G. Jones of Champaign.

Marriott Bros., who conducted a general store and grain business at Browns, Ill., failed last month.

Chas. Van Vleck & Son of Philo, Ill., are enlarging their elevator to accommodate a feed grinding outfit.

W. D. Castle & Co. of Gridley, Ill., have put steel siding on their elevator, which was built last winter.

The 20,000-bushel oat tank at the Schulte-Smith Elevator, Hopedale, Ill., is completed, and in satisfactory use.

Carl G. Wieland and S. C. Brading have purchased and are operating the Craig Elevator at Warrenton, Ill.

French & Co.'s elevator at Tolono, Ill., is completed and in operation under the management of Charles Shelby.

C. E. Wilcox has sold his elevator at Milford, Ill., to W. G. Herron & Son of Allerton. The consideration was \$5,500 and the deal was made sub-

ject to the lease held by L. T. Hutchins & Co., which does not expire until next August.

Chas. H. Sells of Pittwood will build an elevator at Sullivan, Ill., and engage in the grain business.

M. J. Riley of Saunemin is preparing to build an elevator 28x32x30 feet high at Frankfort, Ill. It will have one dump.

B. F. Baker's new elevator at Delana, Ill., will have a capacity of 12,000 bushels, and be operated by a gasoline engine.

H. C. Bear & Co. have purchased John Wood's elevator at Penfield. They have storage room now for about 40,000 bushels.

The Weller Mfg. Co. is furnishing the machinery for the Richards & Hopkins Grain Elevator that is being remodeled at Purdue, Ill.

Farrell & Cahill of Ladd, Ill., have sold their elevator and grain business to John Martin Jr., who has already taken possession.

The Rush Elevator at Champaign, Ill., has been torn down in compliance with a request from the railroad company on whose land it stood.

Milmine, Bodman & Co. have abandoned Fairland, Ill., as a grain buying station. They had been represented there by B. H. Farrabee & Co.

The many country elevators in Edgar County, Illinois, and vicinity, are reported to be greatly congested because of an unusual scarcity of cars.

W. H. Kiernan, who owns a number of elevators around Galesburg, Ill., is reported to have sold most of them, and will remove to the Pacific coast.

O. L. Brinning is building an elevator at Leroy, Ill., on the site of his old one, which burned a few weeks ago. The new house will be larger and better.

The Spring Valley Grain Shipping Co., Spring Valley, Ill., has been incorporated by John Holly, J. E. Barnard and W. M. Hirschy. The capital is \$2,000.

The Farmers' Elevator and Feed Mill at Mt. Pulaski, Ill., is rapidly nearing completion. It will have three grain dumps and all corresponding facilities.

The firm of Lesage, Lottinville & Son, dealers in grain, etc., at Martinton, Ill., has dissolved, John Lesage buying the interests of the other members.

The corn crop around Holder, Ill., is said to average about 45 bushels to the acre, but the farmers would rather have it reported at about 15 bushels.

Van Wie & Morehead of Chicago have purchased the feed mill at Malta, Ill., and will convert it into a grain warehouse. It will be in charge of Wm. Blake.

W. J. Roller has leased Elevator B at Newman, Ill., from F. P. Rush & Co., and will buy corn, etc. He may also put in machinery for the manufacture of corn goods.

Ford & Metcalf of Lanesville, Ill., are to enlarge their storage capacity, put in several additional wagon dumps, and a belt conveyor for moving corn to the sheller.

A farmer near Gibson City, Ill., who has finished gathering 245 acres of corn, says it will average 40 bushels to the acre, and about 5 bushels of rotten corn to the acre.

Carrington, Hannah & Co.'s new elevator at Tolono, Ill., 30,000 bushels' capacity, has been fully equipped with Webster Mfg. Co.'s machinery. The elevator is now nearly completed.

The Weller Mfg. Co. of Chicago has placed in the new grain elevator of Rosenbaum Bros. at Chicago one of its new improved safety car pullers of capacity of 18 to 20 loaded cars.

The Valley Elevator building at East St. Louis, Ill., has been sold to a wrecking company, and is being torn down. It was rendered useless for elevating and storage purposes by the cyclone.

The Belt Elevator Co., Chicago, has been incorporated with a capital of \$50,000, to do an elevator, storage and shipping business. The incorporators are T. A. Moran, Jr., Chas. R. Holden and Wm. L. Tibbs.

The machinery for the new Armour Elevator "D," which was manufactured by the Webster Mfg. Co., is now being installed by Messrs. L. L. Leach & Sons, who are the general contractors for the building.

The Emden, Ill., correspondent of the Bloomington Pantagraph, gives the following item under recent date: Heico Van Beuning's new elevator is nearing completion. It will have a capacity for 30,000 bushels of grain, and is equipped with modern machinery. He has also erected a com-

modious office building, engine house and residence. He is now having a deep well bored at his elevator. Altogether he is investing some \$12,000 for improvements here.

EASTERN.

E. B. Foster has opened a grain store at South Coventry, Conn.

Samuel Cushwa of Charlton, Md., will rebuild his recently burned elevator.

John Gibson of Mansfield, Pa., has engaged in shipping grain and hay from Canton, Pa.

Philip Geidel Jr. has succeeded Mahood & Geidel in the grain business at Pittsburg, Pa.

Henry V. Middleworth is making extensive improvements in his grain market at Glens Falls, N. Y.

Smith & Dearborn expect to be doing business in their new grain warehouse at Belmont, N. H., by January 1.

Jacob K. Adams, Warner, Mass., is now doing business in his new grain store, 70x20 feet, one and one-half stories high.

Wurth & Flaherty of Prattsburg, N. Y., have decided to build a grain and bean elevator and warehouse, equipped with cleaners, etc.

A. W. Ferry has purchased J. A. Hamilton's grain business at Palmer, Mass. Mr. Hamilton continues his coal business at the same location.

D. D. & N. D. Fritch, the millers of Macungie, Pa., are to build an elevator of 30,000 bushels' capacity, thus making their total storage capacity 50,000 bushels.

Sawyer & McLellan, Old Town, Me., have added new machinery to the grain department of their store and increased their power by substituting a 25-horse power engine for one of 10 horse power.

NORTHWESTERN.

An elevator was completed at Smartville, Minn., last month.

A new elevator has been built at Braddock, Emmons Co., S. D.

Frank Rafferty has purchased Sheldon & Hande's elevator at Spring Valley, Minn.

John Mundt is building an elevator at Humboldt, S. D., of 25,000 bushels' capacity.

The Warwick-Cole Co. will build a 10,000-bushel addition to its plant at Oshkosh, Wis.

The Marfield Elevator Co. has made some improvements in its plant at Parker, S. D.

It is stated that an elevator will be built early next year at Unity, Wis., by outside parties.

The Dakota Elevator Co. last month made important improvements in its house at Lawndale, Minn.

The Weller Mfg. Co. is shipping a large amount of machinery for the new Paine Elevator at Milwaukee, Wis.

The Atlas Elevator at Aberdeen, S. D., was opened last month with W. F. Ladieu of Brookings as manager.

C. C. May & Co. are now doing business in their remodeled grain and feed establishment at Cambridge, Wis.

A grain market in connection with the hay and wood market in North Minneapolis, Minn., is being agitated.

Bingham Bros. will rebuild their burned elevator at Lake Benton, Minn. They sold the damaged wheat for \$2,200.

A Webster Gasoline Engine has recently been ordered for the new elevator erected by Curran Bros., Mauston, Wis.

The Northern Grain Co. at Manitowoc, Wis., presented each of its employes with a fine turkey for Thanksgiving dinner.

It is reported that sufficient shares have been sold to make the building of a farmers' elevator at Sanborn, Minn., a certainty.

The recently organized Home Elevator Co. of Murdock, Minn., has an elevator nearly completed there, which will cost in the neighborhood of \$6,000.

The Lytle-Stoppenbach Co.'s 100,000-bushel elevator at Jefferson Junction, Wis., has just been completed by the Macdonald Engineering Co. of Chicago.

A stranger giving the name of Peter Wright attempted to cash a forged wheat ticket for 110 bushels of wheat at St. Peter, Minn., a few days ago. A discrepancy in the price led to a detection.

of the forgery and he was captured. He had stolen the wheat tickets from the Van Dusen Elevator and forged the buyer's signature.

The Greve & Iversen elevator at Chilton, Wis., is about completed. A gasoline engine has been installed and a water tank of 200 barrels' capacity has been placed on the roof.

The Northern Grain Co. of Manitowoc has established a grain, hay and seed buying station at Valders, Wis., on the Wisconsin Central Railway. Knut Finkelson has a charge of it.

Hodgeden & McDonald have built at Aitkin, Minn., the first elevator to be erected in Aitkin County. It is to be used for storage of grain and feed to be used in their logging camps.

The Rialto Elevator Co. of Milwaukee, Wis., have placed their contract with the Webster Mfg. Co. for the necessary machinery to equip their house with Monitor Cleaners, clippers, rope drives, elevators, line shafts, etc.

The following item regarding an enterprising grain man of Sargeant, Minn., is taken from the Transcript of Austin, Minn.: H. A. Waldron of Sargeant has one of the finest arranged elevators in the country and does an immense business, having shipped 200 cars of grain during the month of September alone. He has recently purchased a thirty-horse power Otto Gasoline Engine, with the latest improved attachments. It cost \$2,025. He has also a finely equipped feed mill, which is a model for convenience in handling the grain and sacking the feed. Mr. Waldron also has a flour exchange, and sold a carload of this staple article in the month of September. He has expended over \$6,000 in the whole plant and his increased business has fully warranted the recent improvements.

IOWA.

Luton, Iowa, has a new elevator.

Geo. Carr has built an elevator at Carrville, Iowa.

Frericks Bros., Holland, Iowa, expect to increase their dump facilities.

The Kansas City Grain Co. has built new corn cribs at Hinton, Iowa.

E. W. Sheldon & Co. are building a new grain office at Percival, Iowa.

James McHenry has completed a 15,000-bushel elevator at Emerson, Iowa.

It is reported that a small elevator is to be built at Charter Oak, Iowa.

Marsh Howard has sold his grain business at Algona, Iowa, to Ole Olson.

N. C. Crowley has purchased the Northern Grain Co.'s elevator at Galva, Iowa.

Skinner & Tedford have purchased C. E. Wagar's grain business at Dysart, Iowa.

It is said that the Wesley Elevator Co. will build an elevator at Ripley, Iowa.

J. A. Gray is now sole proprietor of the elevator which he operates at Schaller, Iowa.

Pitcher & Allen recently made some improvements on their elevator at Manchester, Iowa.

F. A. Sims is the successor of Sharpnack, Sims & Co. in the lumber and grain business at Modale, Iowa.

Clark, Harris & Co. have installed an 8-horse power gasoline engine in their elevator at Clarion, Iowa.

W. L. Koon & Co.'s elevator at Sloan, Iowa, is about to undergo extensive repairs and enlargements.

C. C. Buck has enlarged his elevator at State Center, Iowa, and put in an engine to furnish power.

The Dysart Grain Co. of Dysart, Iowa, has ordered a complete grain elevator equipment of the Weller Mfg. Co.

E. D. Vorhes has sold his elevator at Cushing, Iowa, to a Mr. Westcot of Galva. He gives possession on January 1.

The Northern Grain Co. has purchased R. W. Fleming's elevator at Lake View, Iowa. Mr. Fleming continues in charge.

Chas. McCardell of Hampton, Iowa, has moved his office up to his dump and arranged to handle his business with great convenience.

Frericks Bros., Holland, Iowa, recently placed an order with the Webster Mfg. Co. for complete outfit of new machinery for their elevator.

The first construction train on the new Cedar Rapids, Garner & Northwestern Railway reached the new town of Crystal Lake, Hancock County, Iowa, on November 19. It found two grain ele-

vator concerns already there, viz., K. K. Liquin and Livermore Bros.

H. P. Jensen will build at Traer, Iowa, an elevator of from 10,000 to 15,000 bushels' capacity.

Hunt & Clayton intend to build an elevator and embark in the grain business at Clarinda, Iowa. A. V. Hunt has moved there from New Market.

The Central Granaries Co. of Omaha, Nebr., have completed the work of overhauling the old Smith Elevator at Riverton, Iowa, and now have the house in operation.

Dayton M. Riggs has purchased an interest in John Kirkpatrick's grain business at Lone Tree, Iowa. They will put in a feed grinder and will feed a large number of cattle on a six-acre lot just purchased.

It has been frequently reported of late that the Des Moines Elevator Co. is about to erect a 50,000-bushel elevator at Des Moines, Iowa. We are informed by the company, however, that there is no foundation for such a report.

The Hunter Elevator at Shenandoah, Iowa, which was built more than 20 years ago, has been thoroughly remodeled and refitted. Among other improvements to the machinery was a drive belt which was substituted for an upright shaft. To the elevator's customers one of the most noticeable improvements is the new dump.

WESTERN.

The Garrison Milling & Elevator Co.'s elevator at Garrison, Colo., is about completed.

J. M. Parish & Co., general merchants, have built a large grain warehouse at Wilbur, Wash.

The Pacific Coast Elevator at Waitsburg, Wash., was purchased recently by the Preston-Parton Milling Co.

The Grand Junction Milling & Elevator Co.'s plant at Grand Junction, Colo., is being rebuilt. This is an important institution in that section of the country.

M. H. Sullivan has severed his connection with the Tacoma Grain Company and has embarked in the grain business for himself at the old Echo mills warehouse in Spangle, Wash.

The Z. F. Moody warehouses at Arlington, Ore., have been sold to Balfour, Guthrie & Co. These warehouses were established by ex-Governor Moody in 1883. Millions of dollars' worth of grain and wool has been stored in them during the past 15 years.

The results of the labor and material being put into the grain elevator, warehouses and docks of the Great Northern Railway are now plainly visible to all the citizens of Seattle, Wash. It will prove, when completed, a splendid addition to Seattle's commercial facilities.

C. E. Wood has erected at Genesee, Idaho, in the place of the one destroyed by fire, the finest elevator and warehouse in the Palouse country. It is supplied with all of the modern conveniences for handling grain, has a capacity for 125,000 bushels, either bulk or sacked grain, and cost \$12,000. Sanford Evans, bonanza farmer and grain dealer, operates the second largest warehouse in Genesee.

CENTRAL.

A new elevator is talked of for Applegate, Mich.

Lowenstein & Co. are buying corn at Waterloo, Ind.

Stone & Laver have built an addition to their elevator at Alto, Mich.

John F. Judy has completed an elevator at Parr, Ind., on the Monon Railway.

M. G. and Wm. Jordan are operating the old Cones Elevator at Lafayette, Ind.

Ortner & Meyer have succeeded J. L. Ortner, dealer in grain, etc., at Richville, Mich.

H. P. Davis has completed an elevator at Rose-dale, Ind., in connection with his flour mill.

A 15,000-bushel elevator is being erected at Canal Winchester, Ohio, by the Winchester Milling Co.

W. B. Cooley has a new elevator under construction at Matthews, Ind. It is expected to have it completed by January 1.

C. S. Herr & Co. recently purchased from McCord & Kelley of Columbus, the elevator situated at South Columbus, Ohio.

The Brook Grain Co., Brook, Ind., has enlarged its elevator and placed some new machinery, including corn shellers and cleaners.

Senator J. W. Gregg, H. C. Barnes and others at Waverly, Ohio, have organized the Waverly Grain Co. for buying and shipping grain. They

have purchased the cannery factory building and will use it as an elevator.

Schaffer & Anderson of Hamilton have refitted the Jacoby grain warehouse at Middletown, Ohio, and are buying all kinds of grain.

Sebring & Forbes have opened a grain office at Kalamazoo, Mich. Mr. Forbes' term of office as county clerk expires on January 1.

Robert Booth has his elevator at Lapeer, Mich., completed and in operation. The machinery is run by a 10-horse power gasoline engine.

Doulin & Griffith, Delphi, Ind., have placed their order with the Webster Mfg. Co. for complete outfit of machinery for their new elevator.

The New Kensington (Pa.) Milling Co. has rented the Bishop & Robinson elevator at Vicksburg, Mich., and Z. N. Robinson is acting as buyer.

It is reported that the Union Elevator at Toledo is to be rebuilt on the same site and practically on the same plans as the recently destroyed house.

Chas. H. Duhme, surviving partner of the firm of A. J. Yost & Co., sold at private sale on December 8 the elevator and other property of the firm, located at Fowler, Ind.

The Weller Mfg. Co. is at work upon the machinery outfit, including a marine leg, for the new grain elevator of the Flint & Pere Marquette Railroad at Ludington, Mich.

C. H. Thompson recently completed a fine elevator at Mantua, Ohio. It is 24 feet square and about 75 feet high. It is divided into 7 bins of about 2,200 bushels' capacity each. The roof and sides are covered with green slate.

MISSOURI, KANSAS AND NEBRASKA.

Another elevator is being talked of for Manley, Nebr.

J. G. Brandon has opened a grain and feed store at Wamego, Kans.

Geo. S. Hayes is building an addition to his elevator at Trumbull, Nebr.

A. J. Light & Co.'s new elevator at New Cambria, Kans., has been completed.

It is reported that an elevator will be built at Germantown, Kans., by J. H. Kenier.

J. H. Shepherd has built an office and put in scales at Sterling, Nebr., where he is buying grain.

D. C. West of Wyoming, Nebr., recently completed and placed in operation a 7,000-bushel elevator.

The Central Granaries Co.'s 325,000-bushel house at Lincoln, Nebr., has been exceedingly busy during the past few weeks. Twenty-five men have been employed, running the plant day and night. A scarcity of cars has filled this house and all its feeders.

At Great Bend, Kans., the Farmers' Co-operative Milling & Elevator Co. has been incorporated with a capital stock of \$25,000. Among the directors are John Donovan, C. Hartman, Wm. Hoffaster, Chris. Koopman. They will do a general milling and grain business.

SOUTHERN.

Cleveland Bros., Mobile, Ala., are to build a large grain conveyor.

A. S. Purvine of Terrell, Texas, dealer in groceries and grain, has failed.

Fotts & Duerson will build a 20,000-bushel elevator at White's Station, Ky.

R. N. Ferguson & Co. of Iowa Park, Texas, contemplate placing some new elevator machinery.

Wm. J. Higginbotham of Cedar Bluff, Va., expects to equip a 5,000-bushel elevator in the spring.

The Caughey Hays Grain Co. has been incorporated with a capital of \$4,000. The company has purchased the business of L. K. Watson at Little Rock, Ark.

Taylor, Texas, expects to have an elevator in time for the next crop. A steam corn sheller has been in operation there this fall, and proved a great convenience.

A recent press dispatch from Fort Worth, Texas, says that the erection of two new elevators is being discussed, one of them to have a capacity of 1,000,000 bushels.

The National Cottonseed Oil Co. will rebuild the mill which was destroyed by fire at Corsicana, Texas, several years ago. John W. Allison of Houston is president of the company.

The Speed Elevator Co., Louisville, Ky., has incorporated with a capital stock of \$20,000, to do a general elevator and grain business. The incor-

porators are J. B. Speed, W. S. Speed and F. M. Suckett.

It is reported that Judge James D. Dillon is about to sell out his grain, hay and feed business at Brunswick, Ga.

E. G. Beall of Van Alstyne, Texas, will rebuild his elevator which burned recently. The new house will have about 80,000 bushels' capacity.

Camp Bros. & Co., wholesale flour, grain and hay dealers of Atlanta, Ga., went into voluntary liquidation on November 29. The firm expects to be able to pay its debts in full and resume business in a short time.

CANADA.

Geo. Gilmer has built a grain warehouse at Edmonton, Alberta.

The large elevator at Sand Point, St. John, N. B., will soon be ready to operate.

N. & A. Messier, engaged in the coal, hay and grain business at Quebec, have assigned.

Moore & Stevens have purchased J. L. Scott's elevator and produce business at Chatham, Ont.

A drying plant with a capacity of 50 cars a day has been installed in J. G. King's Elevator at Port Arthur, Ont.

R. J. Chalmers, of the grain firm of Chalmers Bros., Bethune, Man., will open an office in the Grain Exchange building at Winnipeg.

It is stated that F. H. Peavey & Co., of Minneapolis, will next year build a number of elevators along the Northern Pacific Railway in Manitoba.

The Dominion Elevator Co. now owns two houses at Portage la Prairie, Man., and it proposes to move one of them to the site of the other, and also to put in a grain drying plant.

The Brandon Farmers' Elevator Co., Brandon, Man., has caused the arrest of Wm. Postlethwaite, charged with the theft of about 2,900 bushels of wheat during his management a year ago.

The Manitoba Grain Co. has sold its business and elevators to the Northern Elevator Co., the Dominion Elevator Co., and to the firm of Bready, Love & Tyron. Thirty-seven elevators were controlled by this company.

INDIAN CORN IN GERMANY.

Thomas E. Moore, the United States commercial agent in Weimar, has made the following report on the consumption of Indian corn in Germany:

"The import of Indian corn into Germany is of especial interest to Americans. The past decade has witnessed a phenomenal growth in this trade. The first imports took place in the fifties and were of slow growth at first, but during recent years they have been far more rapidly developed than those of any other cereal coming through the North Sea ports. This rapid increase is a sign of the increase in German cattle raising and the dependence of German farmers upon foreign cattle foods. In 1897 it was perhaps especially due to the damage caused by rain to the oat crop. The principal and almost only source of corn supply is the United States. Bremen and Hamburg are the great corn importing centers of Germany. In the year 1897 the arrivals of corn at Hamburg were 618,861 tons, valued at 42,000,000 marks (\$9,996,000); and at Bremen 242,954 tons, valued at 16,000,000 marks (\$3,808,000). The increase over 1896 was most remarkable—nearly 50 per cent. It has been stated that in the first half of last year the cargoes discharged were almost without exception in damaged condition; in some cases, to the extent of from 30 to 50 per cent. The earnest representations which have been made in the United States in this connection, which are in the interest of the shipper, will, it is hoped, have effect. Most of the corn imported at Hamburg finds its way to the upper Elbe and Oder region, the shipments thither in 1897 amounting to 350,000 tons and forming one of the most important articles of freight transported on the Elbe. The export by rail is unimportant, amounting in 1897 to 32,131 tons. Corn is exported from Hamburg to Denmark and is also sent to Schleswig-Holstein, Mecklenburg and the Prussian seaports on the Baltic. Small shipments are also made to other European countries and to the Cape Verde and Canary Islands; also, in 1896, to the Cape of Good Hope. Corn is fed to cattle in Germany. Its use as an article of human food has been practically unknown. There seems no reason why cornmeal should not be as much used here in bread making and in the preparation of other food as in the United States. There is a field here of vast possibilities, and one that would seem to require but little effort to secure."

The National Starch Co. at Des Moines, Iowa, has added to its capacity and is now able to grind 4,000 bushels of corn daily.

PERSONAL

Joseph Waltz is manager of the grain elevator at Waltz, Mich.

W. D. Wilson is buying grain at Ord, Nebr., for the Omaha Elevator Company.

Geo. Brue has a position with the D. L. Thompson Elevator Co. of Dayton, Ind.

Oliver Michael, grain dealer of Irwin, Ill., has been appointed postmaster at that place.

H. J. G. Neumiller, formerly of Solomon, Kans., has engaged in the grain business at Kansas City.

August Witte has accepted a position with W. G. McCutchen & Co. as grain buyer at Lewiston, Minn.

Ben C. Nunn of Owensboro, Ky., has accepted a position with the Consolidated Elevator Co. of St. Louis, Mo.

Will Smith has accepted a position in the Omaha Elevator Company's new grain elevator at Elkhorn, Nebr.

Harrison D. Adams, grain dealer of Medford, Minn., was married recently to Miss Lucy Carpenter of that city.

M. G. Jordan has assumed the management of the elevator owned by his father, William Jordan, at Lafayette, Ind.

James A. Patten, of the grain commission firm of Patten Bros. of Chicago, returned recently from a trip to Japan.

F. M. Snyder, grain dealer of Stanford, Ill., is arranging his business interests preparatory to removing to Chicago.

Chas. Henry severed his connection with the Interstate Grain Company at West Concord, Minn., and is teaching school.

J. Ed. Miller, the newly elected treasurer of Logan County, Ill., has been engaged in the grain business at Hartsburg for seventeen years.

A. L. Watkins, formerly of Edwardsburg, Mich., has taken charge of G. L. McLane & Co.'s new grain elevator at Battle Creek, Mich.

Albert Q. Gallahan has left Peru, Ind., to accept a position with the large grain exporting firm of Samuel Born & Co. of Lafayette, Ind.

Russell H. Folwell of Minneapolis, Minn., was recently in Buffalo, N. Y., superintending the remodeling of a grain elevator in that city.

E. D. Ellis, formerly of the firm of Ellis & Brandley of Bozeman, has been appointed manager of the grain firm of Davidson Co. of Butte, Mont.

Col. Geo. M. Moulton, president of the Moulton-Starrett Co., and now of the Second Illinois Infantry, U. S. Army, has been appointed chief of police of Havana, Cuba.

Hart Taylor, who was formerly for a number of years with Walker & Co., has been appointed manager of the stock and bond department of Bartlett, Frazier & Co. of Chicago.

Charles A. Sterne, purchasing agent for the N. K. Fairbank Company, has resigned his position and will engage in the commission business with his father, on the Chicago Board of Trade.

B. Frank Howard, of the firm of Howard, Bartels & Co., publishers of the Daily Trade Bulletin of Chicago, recently celebrated the thirty-sixth anniversary of his membership on the Chicago Board of Trade.

Walter Ostram, wheat buyer at Evansville, Minn., for the Interstate Elevator Co., was knocked insensible by robbers just after he had locked the elevator on the evening of November 8, and was robbed of \$645 and two notes.

J. W. Barrett has sold his interest in the flour and grain commission business of Montague, Barrett & Co. of Chicago, to the estate of his former partner, and has associated himself with the Turner-Hudnut Grain Company at Pekin.

W. K. Mitchell, formerly manager of the shipping department of W. R. Mumford & Co. of Chicago, on December 1 associated himself with the Calumet Grain & Elevator Co. of Chicago in a similar capacity and as assistant manager.

F. J. Weller, president of the Weller Mfg. Co. of Chicago, was absent from his desk during the first part of December, suffering from an attack of rheumatism. During his absence the entire office affairs of the company were taken care of by Secretary A. H. Kay.

John Hill Jr., it is reported, will retire from his crusade against the bucket shops in January, and will re-engage in business on the Chicago Board of Trade. Bucket-shop keepers will undoubtedly sing a Te Deum over this action of Mr. Hill, as he has been indefatigable in his warfare against them

and has worked assiduously to the bringing about of legitimate trading on the board.

Harry N. Farnum, son of Albert H. Farnum, a well-known member of the Chicago Board of Trade, will represent Armour & Co. of Chicago "on 'Change'" as the assistant of Mr. Huffman.

Arthur Sawers, of the Calumet Grain & Elevator Co. of Chicago, spent a short time recuperating recently at the Indiana Mineral Springs, near Attica, Ind. He is at his desk again and will soon take a trip through Illinois, when his customers may see how rejuvenated his trip to the springs left him. Mr. Sawers expresses himself as highly complimented at being elected a director of the National Grain Dealers' Association, and regretted his inability to attend the recent meeting. When he meets his friends on the road he will be very glad to take their application for a membership in the association.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

J. L. Hisey, Sparta, Ill.
John C. Hite, Peru, Ind.
D. J. Wilson, Elkhart, Iowa.
J. H. Blanchard, Grandin, N. D.
M. F. Seeley, of Seeley, Son & Co., Fremont, Nebr.
G. W. Brown, vice-president of Case Mfg. Co., Columbus, Ohio.
G. M. Robinson, president Charter Gas Engine Co., Sterling, Ill.
C. N. Howes, president Invincible Grain Cleaner Co., Silver Creek, N. Y.

LOST THE SALE.

"Have yez anny corn shellers in sthock?"
The Irish porter was taking a noonday nap in a chair near the front door while the proprietor was at dinner. The familiar brogue brought him quickly to his feet.

"Corn shellers, is it; do we have corn shellers in sthock? Well, now, don't we have corn shellers? If there's anny wan in this state that have more thin we, it's because they can't sill thim."

"Phwat kind do yez kape?" demanded the inquirer.

"Kape? We don't kape anny kind; we sill thim. Let me whisper—we've got the only dacint line of shellers that iver came into the county. Is it a hand sheller ye want?"

"The divil run away wid yure hand shellers. It's a corn sheller I'm after wantin'. I suppose it war a hand sheller that I lift thim two fingers in ot Pat Kelly's a year ago cum St. Patrick's day."

"It's lucky ye are that ye didn't lave thim all there for wurruking on that day. Is it wid stheam we expect to run a sheller?"

"Yis, by stheam and the swit of me own honest toil."

"Is it a spring sheller ye want?"

"Spring sheller? Faith, I want wan that ye kin run anny time of the year. Am I a millionaire, that I kin afford wan for each sayson?"

"Go wan; phwat talk have yez! I'll take a fall out of yez in another minnit. Is it a cylindrickal that ye want?"

"Divil a bit do I care whither it's cylindrickal or perpendickular; I want wan that will shell tin thousand bushels a day. The paint must be green on the sheller and rid on the runnin' gears; wid me monnygram and place of residence on the side. Thin I want wan of thim attachments fer sthappin' me trade mark on each grain of corn as it cums out. Have yez thim?"

"We have annything that anny of thim have."

"Have yez the device to sthack the cobs the same as cordwood in the waggin box?"

"We have annything—"

"And the wind blowin' sthacker which sipérates the rid corn from the white?"

"Yis, if anny of thim—"

"And the extinsion corn carrier that takes the corn to the elevator in the town beyant?"

"It's me understhandin'—"

"Will yez trow in a full sit of pairs fer intras?"

"Yis, if anny of thim—"

"Have yez roober tires on the wheels?"

"Aisy, now aisly, or you'll be wantin' us to trow in a pav-ed road to run on. Have ye anny moneys to pay for a sheller wid all these monkey-grams and devicements?"

"Divil a cint."

"I t'ought so."

"Me note is good."

"Fer nothin'."

"Yer a liar."

And then, if the proprietor had not returned in time to separate them, the porter might have effected a good sale. As it is, the prospective buyer went away mad, and what might have been will never be known.—Farm Implement News.

Fires - Casualties

The Atlantic Elevator at Fingal, N. Dak., was burned on November 11.

Geo. Myerly's grain elevator at Hobbs, Ind., was destroyed by fire recently.

Fleming & Ogie's grain office at Cushman, Ill., was burned on December 4, but the elevator was saved.

Henry Bohannon's hay and feed warehouse at the foot of Smith street, Brooklyn, N. Y., was burned last month.

At Dodd City, Texas, on December 1, two granaries filled with corn, and belonging to S. D. McGee, were destroyed by fire.

J. E. Flinn, a grain dealer at Converse, Ind., suffered a loss by fire recently of about \$500, on which he had a small insurance.

Garrison Bros.' elevator at Converse, Ind., containing 6,000 bushels of grain, was destroyed by fire December 5. Loss, \$7,000.

M. Kent & Son, grain dealers at Farmer City, Ill., suffered a loss by recent fire of about \$7,000, on which they had insurance for half that amount.

Frank Hendrickson's elevator at Prairie Home, Nebr., was entirely destroyed by fire last month. Said to be valued at \$2,000, and insured for \$1,000.

John Taylor, employed last month in the construction of the Omaha Elevator Co.'s house at Elkhorn, Nebr., fell 37 feet and sustained injuries from which he may not recover.

The recently completed elevator at Perry, Kans., owned by Frank Stark and J. L. Raines, was completely destroyed by fire on November 6. It is said to be valued at \$5,500.

The Findley warehouse in Benton County, Oregon, on the Willamette River, containing 7,000 bushels of wheat, partially collapsed recently. Two steamers went up the river and took care of the wheat.

Merritt Roberts, engineer in A. Ditt's elevator at Greene, Iowa, while repairing a part of the machinery at the top of the elevator fell and broke four of his ribs, one pushing its way through the skin.

G. C. Fantom's elevator at Belle Plaine, Iowa, had a narrow escape from destruction by fire recently. The house, containing 6,000 bushels of grain, was, however, saved by the prompt efforts of the fire department.

The explosion of a gasoline stove caused a brisk fire in the basements of the hay and grain stores of Camp Bros. & Co. and J. T. Whitcomb & Son at Atlanta, Ga., on November 30. The total loss occasioned is about \$1,000.

The Northwestern Elevator at Grafton, N. Dak., burned on November 27. Everything except the horses was burned. There was in store at the time from 12,000 to 14,000 bushels of wheat. The elevator was built 17 years ago.

The Northwestern Elevator, in the heart of the milling district at Minneapolis, had a narrow escape on December 3. Spontaneous combustion occurred in a bed of coal adjoining the elevator. About \$300 damage was done.

The Middle Division Elevator at Saunemin, Ill., burned on December 6, together with an adjacent oat bin. Over 30,000 bushels of grain were destroyed. It is reported that the fire resulted from the explosion of a gasoline engine.

David Oliver's oatmeal mill at Joliet, Ill., was burned on November 27, for the third time in ten years. The adjoining warehouses, containing large quantities of grain, were saved by several hours of hard work. Loss estimated at \$35,000; insurance, \$23,500.

On November 13 an explosion occurred in the engine-room of the Farmers' Elevator at Morris, Minn. Vapor from a leaky gasoline pipe or from an open pail containing gasoline caused the explosion, which was followed shortly by a second one, but the fire started was quickly extinguished without damage.

E. G. Beall's grain elevator and warehouse at Van Alstyne, Texas, was destroyed by fire for the third time on November 7. The fire is said to have originated among the shucks in a corn sheller. Mr. Beall's loss is about \$7,000, insurance \$4,000. About \$9,000 worth of corn was in store for others, largely covered by insurance.

Walter Stickney, engaged in the grain business at Stacyville, Iowa, met with a serious accident on November 11. While loading a car of grain, he went up a step-ladder to close the slide in a grain chute, when the ladder became overbalanced and threw him to the ground, where he was found a few minutes later in an unconscious condition, from

which he did not recover for fifteen hours. His side and hip were injured quite seriously.

While F. E. Shaw of Colo, Iowa, was trying to put a belt on a pulley in Shaw & Binder's elevator there his clothing caught in a shaft and before the machinery could be stopped all his clothing was torn off him, but fortunately he was not severely injured.

The Chicago & West Michigan depot and elevator at Watervliet, Mich., was destroyed by fire on November 8, causing a loss of some \$12,000. The fire is said to have originated from a passing locomotive. About 4,000 bushels of wheat were burned.

On November 12 the floor in an upper bin in the large mill elevator of Sheeran & Sons, at Bennington, Kans., gave way and 2,000 bushels of wheat poured into the basement and on the ground below. It made a bad wreck and little of the grain could be saved.

The Minneapolis & Northern Elevator at Rothsay, Minn., was destroyed by fire on November 19. This house was built by the Pillsburys 20 years ago. It had a capacity of about 30,000 bushels and contained about 10,000 bushels of wheat at the time of the fire. The real cause of the fire is unknown.

The elevator at Estelline, S. Dak., belonging to the Farmers' Grain Co., took in more wheat last month than it was capable of holding. Bracing it from the outside was all that prevented a complete collapse, until it could be relieved by shipping out, which had been slow on account of shortage of cars.

On November 23 a fire was discovered in the Anchor Line Elevator B at Erie, Pa. The fire started in or around the foot of the elevating shaft and shot up to the top of the building. Prompt work by the fire boats saved the structure. The loss to building does not exceed \$2,000, but considerable grain was wet.

A sad accident occurred Thanksgiving Day in the Spencer Grain Company's elevator at Menno, S. Dak. Fred Heiser, Sr., who has charge of the elevator, went up a ladder to start the wheat to running into a car; when near the top of the ladder he fell to the floor, striking on his head. He was unconscious till his death, which occurred near midnight.

P. M. Ingold's elevator at Spencer, Iowa, was destroyed by fire on November 16. The origin of the fire is not definitely known. The building and machinery were insured for \$2,500, which will about cover the loss. The elevator contained 3,000 bushels of oats, 2,500 bushels of barley and 1,100 bushels of flax. Considerable of the grain and the lower portion of the building were but slightly damaged.

Fire was discovered on November 30 in one of the Peavey Grain Co.'s elevators at South Chicago, Ill. The prompt work of the fire department saved the building, which is rather an unusual result with so large a house. The total damage to building and stock is probably less than \$6,000, fully covered by insurance. It is said that the fire was first announced by the automatic alarm service recently installed.

John Trozell, a workman engaged on the new Armour Elevator D at Chicago was killed by a scaffold over a grain bin 60 feet high giving way, on December 9. Two others fell with him and one is not expected to live. Two others grabbed a timber near by and were suspended in the air for about two minutes until rescued by their fellow workmen. A large force is engaged on the building and the accident caused great fear to spread among them.

SPELTZ IN MISSOURI.

J. W. Weaver, a Missouri farmer, living near Carthage, has introduced a grain much used by Germans and Swiss, called "Speltz," of which he harvested last fall about thirteen bushels on about one-eighth of an acre. He has fall-seeded $3\frac{1}{2}$ acres to the same crop.

Speltz is said to greatly resemble wheat both in straw and berry, and ripens about two weeks later in the season. The grain is not so large as a kernel of wheat, but makes a much sweeter bread; in fact, the bread made from it is called by the Swiss "sweet bread." When put through the ordinary thrashing process it comes out with the husk still on, something like oats, but while the grain sticks tenaciously to the chaff, it can, by a change in the cylinder of the thrasher, be made to separate. The grain is relished by all stock, and yields, under the intensive system of cultivation in vogue in Germany and Switzerland, where the grain is a part of the truck garden crop, at the rate of 100 to 115 bushels per acre.

The province of Manitoba provides that all agricultural lands, improved or unimproved, shall be assessed for taxation as unimproved; and that grain, flour, etc., shall be free of taxation.

COMMISSION

J. R. Whitney has opened a grain broker's office at Nevada, Iowa.

James H. Milne has discontinued his grain commission business at Chicago.

W. W. Murray, a Toledo grain and stock broker, has established a branch office at Napoleon, Ohio.

H. H. Bonner is the successor to M. Y. Wilson & Co.'s grain commission business at Corsicana, Texas.

Lamson Bros. & Co., of the Chicago Board of Trade, have opened a branch at Aurora, Ill., in charge of I. F. Spangler.

W. D. Simpson has opened an office at Kingston, Ont., where he will do a cash and margin business in stocks, bonds and grain.

The Louisville Grain & Stock Exchange, Louisville, Ky., has been incorporated with a capital of \$10,000. Among the incorporators are Henry Wehmhoff and John Fay, the latter of New York.

Murphy, Freeman & Co. of Pine Bluff, Ark., have leased the Pine Bluff Mill and Elevator for a term of five years, and will conduct a brokerage business in connection with a wholesale grain, feed and provision business.

McReynolds & Co. will be a new shipping and general commission firm on the Chicago Board of Trade after January 1. The head of the firm will be Geo. S. McReynolds, who for many years has been a member of Carrington, Hannah & Co.

The Cassidy-Buell Co. of Quincy, Ill., has located a branch grain and provision brokerage office at Galesburg, Ill. For the present this branch is in charge of W. A. Cassidy, while W. D. Whitmore is the cash grain man. This firm has branches at several other Illinois cities.

The P. B. Weare Commission Co. of Chicago is opening an office in the Board of Trade building in Duluth. They have leased a Western Union wire from Minneapolis to Duluth, thus giving them direct communication with Chicago over their own wires. Geo. Rupley will manage this office.

McCord & Kelley of Columbus, Ohio, have sold their country grain and elevator business, and are now devoting all their efforts to the buying and selling of carlots of track grain and hay, from regular dealers only. They ship to all eastern and southern points. They have been engaged in this business for 15 years.

Chas. D. Snow & Co. have commenced a commission business at Chicago, with offices in the Gaff building. Mr. Snow has been on the board for 23 years, for the last 4 years with Norton & Worthington, and their successors, Norton & Switzer, and, formerly with Counselman & Day. His partner is G. W. Kerr of Union City, Ind.

Wm. E. Brigham and Chas. R. Bowman of Toledo, Ohio, have formed a copartnership under the firm name of Brigham & Co. They have taken offices at 308-310 Spitzer building, and on November 17 commenced as commission merchants and dealers in grain and seeds. They have all necessary facilities and promise their customers prompt service.

On January 1 the Allen, Grier & Zeller Co. of Chicago will go out of existence. This is an incorporated concern, which has been in business some three years. They became known to the grain trade all over the world on account of being brokers for Jos. Leiter during his famous wheat deal. They did a large business and are said to have paid dividends as high as 150 per cent. The active members of the firm will doubtless continue in business in some other form, as there seems to be a prejudice in the trade against corporations.

S. W. Edwards & Son, commission merchants in grain and mill feed of Chicago, in connection with their horse-feed department have had made for them a new machine for crushing grain for horse-feed, instead of grinding it. This process makes all the grain digestible. They have made an analysis of all the grains of which the feed is composed, and have shown that from 25 to 40 per cent is saved over oats. The machine will crush the heaviest of grains to an average weight of 30 to 32 pounds per bushel, making it proper weight for horse-feed, in comparison with oats. The firm's trade in this feed is growing, and those who have used it report that it is one of the best feeds on the market.

The Ontario bean crop is reported to be light, the acreage planted having declined about half from previous years. The actual crop also being light, the total will hardly exceed 20 per cent of the average. Stocks of old beans are pretty well worked down. The United States crop is also under the average this year.

CROP REPORTS

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

Hamilton County, Indiana, is reported to have one of the largest corn crops in its history, with an average yield of from 75 to 100 bushels per acre.

The corn yield for Iowa was 268,672,000 bushels. The average per acre was 32 bushels, a higher average than any of the western states. The increase in the corn yield over 1897 was 30,000,000 bushels. There was also an increase in tame hay of 660,000 tons over 1897. The total wheat yield was 24,730,000 bushels, an increase of 3,325 bushels.

The final crop report of Ontario for the present season shows a winter wheat crop of 25,158,000 bushels, or 24 bushels to the acre; spring wheat, 6,837,000 bushels, or 17.7 bushels to the acre; barley, 12,663,000, or 28.9 bushels to the acre; oats, 86,558,000 bushels, or 36.6 bushels per acre; and rye, 2,673,000 bushels, or 16.2 bushels to the acre; buckwheat, 2,373,000 bushels, or 15.8 bushels to the acre; potatoes, 14,358,000 bushels, or 84 bushels to the acre. The crop of corn was 23,442,000 bushels on the ear.

KANSAS CROP REPORT, December 1.—According to the crop bulletin of the Kansas Board of Agriculture on December 1, the figures on yields of wheat, corn and oats do not vary essentially from those given out earlier in the season, except that the yield of corn in some of the northern counties, which ordinarily have the great areas and yields, but were supposed to have only a very small output this year, makes a much better showing than was anticipated before husking. Wheat falls slightly below the early estimates. The winter wheat crop is 59,674,190 bushels; spring wheat, 1,116,556 bushels; corn, 126,399,132 bushels; oats, 21,702,537 bushels. The combined home value of the wheat, corn and oats amounts to \$67,504,001, or \$735,211 more than in 1897.

MICHIGAN CROP REPORT, December 1.—The average condition of wheat in the state December 1 was 100, comparison being with average years. The percentages by sections are as follows: Southern counties 101, central 97, and northern 98. One year ago the percentage for the state was 88, southern counties 84, central 91, and northern 101. Fine growing weather prevailed nearly all the fall, and wheat has made unusual fall growth, but correspondents very generally report the plant looking yellow at the time snow came, and are not certain as to the cause. A large proportion believe it due to insects, principally Hessian fly, and others to excessively wet weather. The ground has been lightly covered with snow much of the time since about the middle of November. The total number of bushels of wheat reported marketed by farmers since the November report was published is 1,864,611, and in the four months, August, September, October and November, 7,830,566. This is 168,250 bushels more than reported marketed in the same months last year.

KENTUCKY CROP REPORT, December 1.—The wheat crop, as a result of the continued rainfall during the month of October, is divided into two distinct parts—the early and the late—with the separating interval of such extent and clear definition as rarely occurs. The early portion of the crop will average a date much in advance of the ordinary, and, as was noted in the November report, was becoming too rank to withstand freezing temperature. The arrival of winter conditions has, however, set at rest any apprehension on that score. This part of the crop is in excellent condition to withstand the severe winter which appears imminent. The late wheat, which was mainly sown after November 1, comprises the largest half of the acreage. It has been subjected to some severe weather tests of late, and since much of it is either below ground or is just beginning to make its appearance, that it would escape injury would be assuming too large a measure of good fortune. The condition of the crop averages 94 for the state, which is two points below the November average. On December 1, 1897, the condition was 85, and for same date of 1896 it was 101. By sections the following percentages of condition are shown: Western, 82, which is a decline of five points during the month; central, 102, which is an increase of seven points, and southeastern, 100, which is the same as the condition reported November 1. The falling off in condition in the western section and the increase in the central are due to the fact that in the western section far the largest portion of acreage is late, while the reverse is true of the central section. The preliminary estimate of the acreage on November 1 was 107, as compared with acreage of 1897. The acreage has increased until now (December 1) it is estimated at 111, similarly compared. It should be borne in mind, however, that the increase is

only in the southeastern district, where an increased percentage would have but a slight effect on total acres. Many correspondents report under date as late as November 30 that farmers are not yet through sowing, but it is safe to assume that little or no wheat will be sown after that date. Corn husking has progressed rather slowly and a considerable portion of the crop yet remains in the field. While the general tenor of reports is to modify first estimates of damaged or rotten corn, still the estimates show the damage is not inconsiderable. The average estimate of loss is 14 per cent. In the western section the loss is estimated at 12 per cent, in the central at 14, and in the southeastern at 17. A few counties report the crop disappointing as to yield, and the general opinion is that the quality is below average. The average price of corn for the state December 1 is estimated at 28 cents. The average for the western section is 24 cents; 24 cents for the central, and 33 cents for the southeastern.

OHIO CROP REPORT, December 1.—The following report presents careful estimates of the crops named, calculation being based on the monthly returns received from the regular township crop correspondents for the department. Nearly every township of the state was represented in the returns: Wheat—Condition compared with an average, 100 per cent; crop of 1898 sold as soon as thrashed, 31 per cent; damage to growing crop by Hessian fly, 4 per cent; damage to growing crop by white grub worm, 2 per cent. Corn—Estimated area for 1898, 2,954,564 acres; estimated average yield per acre, 38 bushels; total estimated product for 1898, 111,354,701 bushels; cut up for fodder, 83 per cent; put into silo, 3 per cent; average date cribbing began, October 13. Clover—Area sown in 1897 cut for seed, 14 per cent; average yield of seed per acre, 1½ bushels. Wheat condition is estimated at 100 per cent, compared with a fair average. This is a decline of two points as compared with the estimate of November 1, and is occasioned, no doubt, by the damage of fly and grub worm, which are very generally reported as having been at work on the plant. Wheat was sown under favorable conditions, but was attacked by fly and grub. In some localities the ravages have been more severe than in others, and in the more severely attacked fields there are yellow and apparently dead patches. With this exception, the wheat goes into winter in good condition and the damage reported from fly and grub may, under favorable conditions, be overcome. The area planted to corn was about the same in amount as that of 1897, perhaps a slight increase, but the product for the state is considerably greater, averaging 38 bushels per acre, against about 34 bushels last year, and while the yield has not been extra large in some limited sections, the total yield is among the largest for the state, exceeding last year by several millions of bushels, and as compared with a series of years being next in importance to the great crop of 1896. The quality of the crop is not all prime. There was considerable affected by mold and rot and consequently not fit for cribbing. The culled corn is being fed. The clover seed crop was very light. Only a small amount was cut for seed. In many instances thrashing was discontinued when found the yield was so small and the quality of seed so poor.

THE GRAIN MOTH.

The entire grain crop of New Jersey now in bins is said to be infected by a destructive caterpillar. The pest has become so serious that Mr. Smith, the state entomologist, has issued a circular on the subject, in which he says:

"Complaints from almost all sections of the state show that wheat and other grain in the mow and bin are being seriously injured by a small caterpillar, which eats into the kernel, rendering it unfit for any purpose except feeding to poultry or cattle.

"The parent of this caterpillar is a small, glossy, yellowish brown moth or 'miller,' which may be seen in swarms wherever such injury to the grain occurs.

"The insect breeds in the field during the summer, but does no damage until the grain is cut and stacked. Then the heads become infested in proportion to the length of time the grain is left outside, and this breeding continues in the mow, so that, when threshed in the fall, a large proportion of the kernels are already injured or contain larvae. When threshed and binned the grain heats, ferments and becomes gradually useless."

The officer advises the use of bisulphide of carbon. The infected grain, he says, "should be bulked in tight bins, and the bins covered with canvas or some other tight material, leaving a space of from six to twelve inches between cover and grain. In shallow dishes or other vessels, placed on top of the grain, evaporate one ounce of bisulphide of carbon for every one hundred pounds of grain."

The Coteau elevator of the Parry Sound Route handled over 10,000,000 bushels of grain this season.

OBITUARY

Abraham Tanner, a grain dealer of London, Ohio, died November 15, aged 90 years.

Sumner Foster, engaged in the lumber and grain business at South Bridgeton, Me., died November 14, after a long illness.

John W. McCliesh, late bookkeeper for the Redmon Grain Co. at Kansas City, died at the city hospital there, on November 19.

John W. Agar died November 20 of heart trouble. He was a member of the grain and mercantile firm of Agar Bros. & Co. at Princeton, Ind.

William Wheeler, a pioneer resident of Minneapolis, Minn., and engaged in the grain business, died December 6 at 75 years of age.

James McGee, president of the New York Produce Exchange, died very suddenly December 6 at his home in North Plainfield, N. J. He was 70 years of age.

F. H. Thompson, an unfortunate wheat broker of San Francisco, died on November 5, from the effects of morphine, taken with suicidal intent. He was 60 years of age and a native of England.

S. W. Farrell, a well-known grain dealer of Winnipeg, Man., died November 28 from the effects of injuries, which he received a short time before his death by being struck by an electric car. He was 60 years of age.

Herbert O. Jepson, a member of the grain firm of Eli Jepson & Son of Lynn, Mass., dropped dead from heart disease on November 30. He was 39 years of age. He was one of the most prominent grain dealers in Essex County, and was a member of the Lynn Board of Trade and of the Boston Chamber of Commerce.

Joseph D. Cahill, a young member of the Chicago Board of Trade, died November 12 of typhoid fever. He was in his thirty-fourth year. He came to Chicago from Middletown, Ohio, about 15 years ago. He was well known in the wheat pit, where he traded for Milmine, Bodman & Co. He was formerly with Carrington, Hannah & Co. and was highly esteemed by his employers and business associates.

MINNESOTA INSPECTION.

A. C. Clausen's annual report on the grain inspection of Minnesota for the year ended August 31, 1898, says:

"The amount of grain inspected on arrival at the four terminal points was as follows: Wheat, 167,104 cars; corn, 14,123; oats, 15,781; rye, 4,746; barley, 6,573; flaxseed, 11,414 cars, making a total of 219,741 carloads of all kinds.

"There was inspected out of store for the same period as follows: Wheat, 60,899 cars and 29,939,352 bushels into vessels; coarse grain (including corn, oats, rye and barley 11,542 cars and 11,984,044 bushels into vessels; flaxseed, 198 cars and 4,823,574 bushels into vessels; a grand total out of store of 69,925 cars and 47,039,366 bushels into vessels. This indicates a gain in receipts over the previous season of 9,130 carloads of wheat, 10,650 carloads of corn and 74 cars of rye; on the other hand, there was a decrease of 7,220 cars of barley, 4,178 cars of oats and 3,699 cars of flaxseed, resulting in a net gain in receipts of all kinds of grain amounting to 4,757 carloads.

"Of the 167,104 carloads of wheat received during the year, 932 cars contained Northern white wheat (from Montana and Eastern Washington), 6,344 cars were red winter wheat from Kansas and 159,828 cars were Northwestern spring wheat."

The recent Corn Carnival at Decatur, Ill., cost the merchants \$3,000; but they think it was the best advertising investment they ever made.

Mrs. Emma Thompson, a pecan farmer, with an orchard of 2,000 trees in Hamilton County, Texas, is trying to find someone to build a pecan elevator in the western part of the state.

Among the recent foreign buyers of grain to visit America are Mr. H. W. Busch, of Stroier & Co. of Copenhagen, who thinks Siberia is sure to become "a great menace to the grain exports of America;" C. Stahl of Rotterdam, who, being on his first trip to America, is well pleased, but doesn't like Chicago, "except for money-making purposes;" Louis Esteve of Barcelona, who believes that the loss of the Spanish colonies will in the end prove a blessing to Spain and a disappointment to America; Edward Weisman of Frankfort-on-the-Main, "who is studying the situation in this country;" and M. F. Engster of Dijon, France, who thinks there is plenty of wheat, and that farmers all over the world are holding it back.



C. C. Dodd & Co. are successors to W. G. Allen in the hay and feed business at Louisville, Ky.

W. L. Shaw of Burnham, Me., has been doing a good business in shipping hay to the Boston markets.

Workman & Gish, wholesale and retail hay dealers at Auburn, Ill., have been succeeded by Gish & Jones.

Dawson & Boatman of Paris, Ill., lost a hay barn by fire last month valued at \$1,500; insurance, \$1,000.

Sandford & Co., hay dealers of Dallas, Texas, recently suffered a loss by fire. They were insured for \$800.

A warehouse 40x80 feet has been built at Penn Yan, N. Y., which is being occupied by H. C. Blood, commission dealer in hay, straw, etc.

Recent prairie fires in Oklahoma and Indian Territory have destroyed hundreds of thousands of tons of hay besides other considerable damage.

A barn belonging to Isaac Devlin of Cato, N. Y., and containing 40 tons of hay, was burned November 16. The fire originated from a lantern explosion.

Geo. S. Blakeslee, engaged in the hay and feed business in Chicago for over twenty years, has made a voluntary assignment. Chas. W. Northrup was named as assignee.

Henry Bohannon's hay and feed warehouse in Brooklyn, N. Y., was destroyed by fire on November 17. The house contained 75 carloads of hay and the loss is placed at \$30,000.

Our hay exports amounted to 5,117 tons, valued at \$65,317, during October, against 5,470 tons, valued at 76,207, in October, 1897. We imported 163 tons, valued at \$893, during October, against 54 tons, valued at \$455, in October, 1897.

At a special meeting of the board of directors of the St. Louis Hay and Grain Company, held on December 3, the following officers were elected: Fred Deibel, president and treasurer; L. P. Deibel, vice-president; Jas. W. Dye, secretary.

Bids will be received in the Quartermasters' Department on Government Island, N. Y., on December 28, on contracts for furnishing forage, hay, straw and fuel required by the Department of the East during the fiscal year ending with June 30, 1899.

Shippers in consigning hay to New York should specify "lighterage free" in billing the commodity. If this is not done lighterage charges will be added and a satisfactory adjustment of the matter may cause considerable trouble to both the consignor and consignee.

The terminal facilities in Philadelphia of the Baltimore & Ohio Railroad have been recently enlarged by the completion of the Twenty-third Street warehouse. The warehouse is eight stories high, with 129,000 square feet of floor space. The hay warehouse in connection has a capacity of 2,000 tons of hay, and the elevator a capacity of 150,000 bushels of grain.

The Canadian High Commissioner's office in London has sent reports to the Canadian Department of Trade and Commerce which indicate that in Liverpool at present there is a large quantity of Canadian hay, meeting with a slow sale at about \$12.15 per ton of 2,240 pounds. This is said to be owing to the abundant hay crop in England. It is anticipated that the demand will increase as the season advances.

At the meeting of the Kansas City Hay Dealers' Association on December 1, the following board of directors was elected to serve one year: J. I. Haffine, Bert Shelden, R. C. Menefee, J. A. Brubaker, Samuel Hardin, Harry Harris, J. T. Woolsey, E. R. Boynton, B. F. Tyler. The arbitration committee appointed consists of J. B. Spellman, chairman, Phillip E. Drought and W. H. Lockwood. The meeting was well attended.

E. L. Rogers of Philadelphia, Pa., chairman of the Membership Committee of the National Hay Association, will be pleased to receive applications for membership in the Association from all individuals, firms, or corporations interested in the hay business. The benefits to be derived from a connection with the Association are many, and, in turn,

the Association can accomplish greater good to its members by having the largest possible enrollment.

The people of Georgia have begun to farm right. They raise hay and have festivals over it. Hay is the backbone of profitable farming. Where a cow can live, man can live. Where a cow grows fat, man can get rich. Where hay is so plenty and good that men hold festivals in its honor, the cow gets fat and stays fat.—Herald, Tampa, Fla.

The Chicago market has no facilities such as a properly constructed warehouse, where hay can be unloaded, inspected and transferred. In the light of this fact the recent action of the Chicago Car Association in enforcing a demurrage charge of \$1.00 upon Chicago dealers for each car remaining unloaded after 48 hours was all the more arbitrary and unreasonable. The hay receivers of Chicago have time and again brought this subject to the attention of the railroad companies and have demonstrated, besides the necessity for such buildings, that if the proper warehouses were provided so that hay could be unloaded immediately on its arrival, the benefits derived would more than compensate the roads for the establishment of such facilities. There is no reason why Chicago should be so far behind eastern points in its facilities for handling hay properly, and in lieu of adding unjust and unreasonable demurrage charges, the roads entering Chicago should try the efficacy of proper terminal facilities. This would be a proper and satisfactory solution of the whole matter.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending with November 19 the receipts were 3,326 tons, against 4,527 tons for the previous week; shipments for the week were 93 tons, against 132 tons for the previous week. Only a moderate business was transacted in Timothy Hay during the week. The offerings were small and the demand was fair. The market for Prairie Hay was firm. All grades met with a ready sale. Sales of Choice Timothy ranged at \$9.00@9.50; No. 1, \$8.00@9.00; No. 2, \$7.50@8.00; No. 3, \$7.00; Not Graded, \$7.50@8.50; Choice Prairie, \$9.50@10.00; No. 1, \$8.50@9.50; No. 2, \$8.50@9.50; No. 3, \$5.00. Rye straw sold at \$5.75@7.25.

During the week ending with November 26 the receipts were 4,398 tons, against 3,326 tons the previous week. Shipments were 66 tons, against 93 tons the previous week. The market during the week was rather quiet. The arrivals were quite large, especially toward the close of the week, and the demand was only moderate. Demand on shipping account was extremely light. Sales of Choice Timothy ranged at \$9.00@9.75; No. 1, \$8.50@9.25; No. 2, \$8.00; Not Graded, \$7.50@8.75; Choice Prairie, \$9.25@10.00; No. 1, \$8.50@9.00; No. 2, \$8.00@8.50; No. 3, \$5.00. Rye straw sold at \$5.75@6.50, wheat straw at \$4.50@5.00 and oat straw at \$5.00.

During the week ending with December 3 the receipts were 5,073 tons, against 4,398 tons the previous week. Shipments were 193 tons, against 66 tons for the previous week. The market for Timothy Hay ruled steady throughout the week. The offerings were a little larger and the local demand was moderate. There was also a little more doing on shipping account although the trade was light. Prices ruled easy but not particularly lighter. Sales of Choice Timothy ranged at \$9.00@9.50; No. 1, \$8.00@9.00; No. 2, \$7.50@8.00; Not Graded, \$7.50@8.75; Choice Prairie, \$8.75@9.50; No. 1, \$8.00@9.00; No. 2, \$5.00@6.00; No. 3, \$5.00@5.50; No. 4, \$4.50. Rye straw sold at \$5.00@6.00 and oat straw at \$4.50.

During the week ending with December 10, the receipts were 6,694 tons, against 5,073 tons the previous week. Shipments for the week were 232 tons, against 193 tons for the previous week. The offerings of Timothy Hay were large during the week. Only a moderate inquiry existed and the market ruled dull. The market for Iowa Prairie Hay ruled steady during the week. Arrivals were fair, and the local demand was moderate. Kansas Prairie Hay was dull. The receipts were liberal and the demand was light. Sales of Choice Timothy ranged at \$8.75@9.50. No. 1, \$8.00@9.00; No. 2, \$7.50@8.00; Not Graded, \$7.00@8.25; Choice Prairie, \$8.50@10.00; No. 1, \$8.50@8.75; No. 2, \$5.75@6.00; No. 3, \$5.50@6.00; No. 4, \$4.50. Rye straw sold at \$5.00@6.00, wheat straw at \$4.00@4.50, and oat straw at \$4.00@4.75.

T. C. Friedlander, secretary of the San Francisco Produce Exchange, has prepared a comparative table showing all the flour and grain remaining in the state of California on Dec. 1, 1898, including that afloat in San Francisco harbor and in transit. We give the total figures for 1898, together with the corresponding totals for Dec. 1, 1897: Flour, 122,833, against 115,992 barrels. Wheat, 6,494,800, against 9,132,640 centals (100 pounds). Barley, 1,264,200, against 3,136,020 centals. Oats, 186,000, against 106,160 centals. Beans, 513,453, against 713,749 sacks. Rye, 38,440, against 35,240 centals.

Items from Abroad

London's imports of grain amount to about 25,000,000 bushels per annum, 8,000,000 of which consist of wheat.

An Odessa correspondent of the Broomthall's says the Russian famine "is shelved for the present, or, rather, we shall hear nothing more of it here for some months."

The wheat harvest of New South Wales for 1898 will be 1,590,000 bushels in excess of that of 1897, and there will be a surplus available for export of 2,250,000 bushels.

Great Britain imports 75 per cent of its wheat. The consumption per head of the population is over six bushels, a total of 240,000,000 bushels, increasing annually by 2,000,000.

The shipments of corn to England and the continent, November 1 to November 26 last, were 19,360,000 bushels, a greater total than that of 1897, but less than that of 1896.

The total world shipments of wheat, Russian barley, oats and rye to Europe from August 1 to November 26 last, were 165,424,000 bushels, the largest total for at least five years.

It is estimated that in a good season Asia Minor produces four to five times as much wheat as its population can consume, but that the bulk of the cereal is wasted for want of transportation.

The world's shipments of wheat and flour, January 1 to November 26 last, to Western Europe from the Southern Hemisphere, were 58,536,000 bushels, against 4,640,000 in 1897 and 80,936,000 bushels in 1894.

The official Russian estimates give the following figures for the last crop: Winter wheat, 81,600,000 bushels; spring wheat, 257,600,000 bushels; rye, 624,000,000 bushels; oats, 526,400,000; barley, 192,000,000 bushels; corn, 41,600,000 bushels; buckwheat, 37,600,000 bushels; millet, 56,500,000. The harvest is one of the best ever raised by Russia.

The contract committee of the English National Association of Millers has agreed to recommend to the Association the adoption of a resolution to the effect "that the London Corn Trade Association, Ltd., be requested to insert a clause in their Black Sea and Danubian contracts limiting the percentage of dirt and foreign matter to 3 per cent."

The Argentine exports for the first nine months of 1898 included 662,509 tons of wheat, 446,484 of maize, 152,974 of linseed, 18,870 of flour, 37,917 of bran, 564,172 of hay, 59,283 bags of oilseed. Belgium was the heaviest declared buyer of wheat (125,818 tons) and linseed (36,783 tons), and France the heaviest declared buyer of maize (79,554 tons). Brazil took 475,851 tons of the hay.

The invasion of the city of Buenos Ayres during the week of October 20 by locusts seems to local authority to indicate "an invasion of the most serious character," the city being rarely attacked or so early. In Entre Rios province the crops have suffered, and in some provinces young maize will have to be resown owing to frost and locusts. All the provinces have the locusts to a certain extent. Otherwise the Argentine crops promise well.

Wintry weather has set in earlier in Western Europe than in Russia this year. Up to November 29 navigation had not been closed at St. Petersburg. Navigation usually closes at St. Petersburg November 20; Sea of Azoff, November 25; Nicolaieff, December 15. Since the deepening of its channel, the Danube is expected to remain open all winter except in case of very severe weather. The opening of navigation at the ports named is expected from March 25 to April 7.

The Dublin Corn Market has 120 members' stands in constant operation, the number of dealers being steadily increased by representatives of Glasgow and Liverpool firms. The trading room is one of the most spacious and imposing in Europe; and as the Secretary points out, with some regret from the financial side, its walls are without any defacing advertisements of soap or tobacco firms, such as disfigure the London and Liverpool exchanges.

In anticipation of the current grains harvest in Australia, the New South Wales Minister of Agriculture has proposed to collect samples of wheat from leading growers and from them make up standard "Export Grades," according to their value, the government guaranteeing the quality as inspected and certified. The authorities have under consideration also the increase of rolling stock on the government railways to handle the crop, and also the farmers' proposal that coöperative elevators be erected in part by the state.

Iowa corn buyers expect to start the new crop at about 20 cents.

PRESS COMMENT

WILL CONTINUE TO INCREASE.

It looks as if American corn had won a place in European markets strictly on its merits, and exports of this American farm product are more likely to increase than decrease in years to come.—Little Rock Democrat.

CORN EXPORTS.

When Secretary Rusk, under the Harrison administration, sent Colonel Murphy to Europe to make the people better acquainted with American corn as a food, a great deal of ridicule was heaped upon him. But the great increase in the exportation of corn seems to have some relation with that systematic work by the Agricultural Department.—Lansing, Mich., Republican.

THE CORN PROPAGANDA.

The thing now to do is for the state legislatures in the corn belt to this winter make each a moderate appropriation to be used through a commission in connection with the regular government commission, for the sole purpose of exploiting America's greatest crop. Certainly no better use can be made of the taxes paid by corn growers than to return some of it in this effort to increase the sale abroad of this crop.—Orange Judd Farmer.

THE CONTROLLING CORN STATES.

Concerning the future price of corn, probably more uncertainty exists even than in regard to wheat. A well-known Chicago grain house, whose business brings it into close contact with producers and purchasers of corn, endeavors to show that the real surplus corn-producing states are Kansas, Nebraska, Illinois and Iowa, as in the other states nearly the whole of the annual yield is consumed at home. The four states named being the real shippers, the condition of their crops and reserves will control the market the world over.—Minneapolis Tribune.

PHILADELPHIA INSPECTION.

Philadelphia has certainly gained a good name for the honesty of her shipments of cereals, and this good result is directly the outcome of the thorough system in that city, and the efficiency of the corps of assistants who inspect the grain. Chief Inspector Foering is to be congratulated upon a recognition of his work so far from home, but it is certain that were he emulated in other sections of the country the United States would quickly attain a high reputation for business honesty, which would be of commercial value. We again congratulate Mr. Foering.—New York Financial Review.

ICE-BREAKERS AND NAVIGATION.

The heavy traffic of this season, the grain rush being of such proportions as to outstrip all records, has again raised the question in the minds of shippers of prolonging navigation by means of ice-breakers. The Russian government has such craft now with which it expects to keep channels open all winter. Some of the grain men say they think it would keep the grain rate down during winter, thus saving about 5 cents per bushel to the producers. Others say, however, that there would not be so much benefit, as the boats would be compelled to charge such high rates during the winter season.—Superior Leader.

BOSTON GRADES HIGH.

A good reputation is not to be acquired without cost, either by an individual or a community. Boston has been known abroad for many years as exporting the finest quality of grain of any port on the Atlantic Coast. The inspection here has been very rigid, and the standard higher than that adopted in other ports. For these reasons the Western shippers have discriminated against Boston, unless their grain was of superior quality. With the facilities for mixing grain in the large Western elevators the shippers have usually found it more profitable to reduce their grain to as low a grade as would pass the lax regulations of other ports of export.—Boston Record.

WHY CORN IS NOT A POPULAR FOOD.

There are several causes which, taken together, will account for the passing of maize. One is the era of prosperity in the Northern States, which came just after the war. To many of these suddenly prosperous people white bread was one of the luxurious things which they had always wished to have daily. They had it; and cornbread, "rye-and-Indian" and graham bread became unfashionable. In the South flour is taking the place of cornmeal for a similar reason. White bread is considered better food than brown. Another reason lies in the perfection of machinery and the use of steam in the

huge flour mills, which cheapened white flour quite rapidly. Still another reason is that where the mother of the family formerly made her own bread she now buys it of the baker. This is the case in perhaps 50 per cent of the families which once used cornbread. Now, cornbread is one of the things which it is very difficult to make in an ordinary bakery. It is impossible to make it as cheaply as ordinary baker's bread is made, and produce a food fit to eat. The essential toothsome-ness of cornbread lies in its being well made, carefully made, with good materials. It cannot be puffed up into sea foam or diluted with drugs. White bread can, and often is, and is still edible under the treatment. And the thoughtless public, looking at the size of the loaf, concludes that it will get more for its money by buying white bread. These are some of the reasons why cornbread is not popular in this country. It remains to be seen whether they will prevent its popularity in Europe.—Washington Times.

The EXCHANGES

The Winnipeg Grain Exchange contemplates advancing the membership fee from \$100 to \$125.

The Montreal Corn Exchange has passed a resolution in favor of the retention of tolls on the Welland Canal.

The directors of the Chicago Board of Trade recently adopted a resolution asking Congress to take steps to aid the growth of the American ocean carrying trade.

Frederick A. Fish, of Fish & Moore, grain brokers, has been suspended during the pleasure of the Board of Managers of the New York Produce Exchange. He was charged with failure to carry out a contract involving 5,000 bushels of September wheat.

It is stated that the grain dealers of Des Moines are arranging to occupy one or more floors with their offices in the new Youngerman block. They will have enlarged telegraph facilities there, and the movement may in time develop into a grain exchange or board of trade.

The Kansas City Board of Trade will issue an official price current, which will be sent daily to all members and regular grain dealers in that territory. This step was taken as a matter of economy to avoid a great duplication of quotations heretofore supplied to the trade by different members.

The board of directors of the St. Louis Merchants' Exchange have refused to take any action on the proposition to make No. 2 hard wheat a contract grade. After considerable discussion they have left the question to be settled by the new directors. The proposed change has many earnest advocates.

The directors of the Baltimore Chamber of Commerce, at a recent special meeting, approved the amendment to the "Grain Charter Party of 1897," which has for its object the regulation of steamships while lying in port with cargoes. A similar amendment has been adopted by the New York Produce Exchange.

Although the annual election of the Chicago Board of Trade does not occur until January 9, much interest has been taken in bringing out candidates for the presidency. Among the gentlemen who have been mentioned in this connection are R. S. Lyon, James H. Milne, John C. Hatley, Chas. H. Hulburd and I. P. Rumsey.

At a recent meeting of the council of the Winnipeg Grain and Produce Exchange, John Love, of Bready, Love & Tryon, and William Martin, of the Northern Elevator Company, were elected to membership on the council to fill vacancies caused by the removal of Mr. A. Cavanagh to Toronto and the death of Mr. S. W. Farrell.

The Milwaukee Chamber of Commerce has passed a resolution that the Spanish-American tariff schedule on importation into Cuba should not be permitted to remain in force, but should be replaced at the earliest possible moment by one more acceptable to exporters from this country, and that the request of certain Spanish importers in Cuba that the existing tariff on importations into Cuba be continued in force for 60 days should not be granted.

There is some dissatisfaction among Chicago receivers on account of the sugar refinery people now buying their corn in the country and having it shipped direct to the refinery without Chicago inspection. This action is said to be the result of a refusal by the directory of a proposition to have a refinery representative admitted to membership to transact its business on the floor. There is a rule of the Board of Trade, which has proved to be a wise one, that in case a corporation wishes to do business under the rules of the Board of Trade, its officers must become members.

JUDGE GROSSCUP ON THE BUCKET-SHOP.

In passing sentence on W. R. Hennig & Co. in the bucket-shop prosecution mentioned elsewhere in this issue, Judge Peter S. Grosscup, on December 2, in the United States District Court at Chicago, took occasion to speak at some length on the evils of bucket-shopping and of what he termed the "speculative side" of dealing on the Board of Trade in this city and the Stock Exchange in New York. He spoke in part as follows:

"I appreciate the difference between a bucket-shop and dealings on the Board of Trade and on the New York Stock Exchange. I am not at all partial, I think as this bar knows, to the speculative side of the Chicago Board of Trade or of the New York Stock Exchange. More injury has been done, probably, to the morality and good citizenship of the country through the speculative side of those two institutions than through any other two single agencies in the country. There is this to be said, however, of the Board of Trade and the Stock Exchange, that they both do carry legitimate business transactions. They are both open to the whole public and to every broker who wishes to deal. I will not say that every broker who gets an order represents the exact selling price or the exact buying price to his customers. There are many opportunities in which he may cover up and rake off to himself; but there is this connected with that, that if he does do that, he is embezzling his principal's money.

"Bucket-shops run parallel with the Board of Trade and the Stock Exchange, but there is no broker to represent the individual customer. There is simply a calling of the public to one central place and the taking of all their deals, or the majority of their deals, of the men in that central place. That always leaves the men who run bucket-shops open to this temptation that they will not fairly report the deal. They can make money by not fairly reporting the prices. Whether they do do that or not it is not necessary for me to say. It is enough to know that when men put themselves in the position where their own interest is put up from day to day against their own interests, they will be apt to let our interest go and profit by their interests; and in that respect I have no doubt that many of the bucket-shops have found the chief source of their profits.

"There is no doubt in my mind but what this is a scheme to defraud. It may be true that the man who complains here would have been perfectly willing to have gotten back his money and remained silent, but that doesn't concern the court at all. It appears here from undisputed statements that the ticker literature went out to the public through the mails. Now whether an order responded back through the mail or not is of no consequence. The thing that started these men into the avenues of speculation was carried in the mails. I don't care much how the particular transaction was carried on. What I care more about is that the mails of the United States were loaded with these invitations to put their money into what is admitted to be a fraudulent scheme.

"As to the crime of bucket-shopping itself this court has nothing to do. That belongs to the state court. So far, however, as those schemes have misused the mails, and to that extent polluted the system of the country, that is a thing intended and calculated to reach everywhere. It is a crime against the United States.

"I am willing to start out with what I by no means will regard as a limitation upon what this court will do in the future. I recognize that I cannot do much in the way of punishing these defendants. The most that I can do is in the way of educating the public—giving the public to understand through the publication of the result of this day's proceeding—that the federal courts will not permit the mails to be used in furtherance of these bucket-shop schemes; and I am going to start out with that in a way that will not appear over-harsh.

"I cannot accept, however, only a fine. Men who have money of a fraudulent scheme in their pockets can afford without any sort of pain to pay a fine. It is not a punishment to a man to pay out another man's money. I shall have, in the interests of justice in this case, to inflict a penalty something more than a fine."

In declaring the formal order of sentence Judge Grosscup explained the reason for imposing no heavier penalty on Stratton was the fact he had withdrawn from the firm voluntarily, while Chandler had been only an employee. Hennig and Gibson, it was found, were both members of the firm of Hennig & Co., formerly the Equitable Produce and Stock Exchange.

One of the victims of politics in Spokane is Deputy Grain Inspector H. T. Jones, who was removed from office on November 23 by Governor Rogers. Mr. Jones failed of election to the legislature earlier in the month.

TRANSPORTATION

Grain shipments from West Superior, Wis., ceased December 6.

Ocean freights on grain declined, December 7, about 3 cents per bushel.

The Canadian Pacific is repairing its grain cars to increase the load to 30,000 pounds.

The Canadian Pacific carried 7,520,700 bushels of grain eastward this season to December 1, against 9,580,950 same period last year.

The last grain vessels for the season arrived at Montreal on November 28, having broken ice four inches thick on the Beauharnois Canal.

The scarcity of grain freights at New York is illustrated by the reported taking of two oil tank steamers for grain to Hamburg from here.

The threatened coastwise grain blockade at Tacoma in November was raised late in the month by placing extra steamers on the line to go south.

A new line has been opened from St. John, N. B., direct to Manchester, England. The line is intended for flour and perishable products carried in cold storage.

The Iowa State Railroad Commission has set December 20 as the day for hearing applications for joint rates on grain to go South via the Port Arthur route.

The Germans have two canal schemes in view to unite the present canal systems with the Elbe and the Rhine, giving water transportation to all parts of the empire.

The Pennsylvania Company is changing 2,100 cars of 70,000 and 80,000 pounds to 100,000 pounds' capacity, by using new trucks, giving the road 3,800 100,000-pound cars.

The lakes' cargo record was broken November 15 when the Roebing left Duluth with a cargo equal to 252,000 bushels of wheat. The Morse, same day, carried out 221,000 bushels.

The winter ports of St. John, N. B., and Portland, Maine, report having most of their ocean grain space chartered to the end of this month. The grain is nearly all American.

The Minneapolis & Southern R. R. has been incorporated to build a line from Kansas City to Sauk Center, Minn., 520 miles, to connect the N. P. with the K. C., P. & G. (Port Arthur) route.

The insurance companies closed lake navigation on December 12 for steel and wooden boats, by refusing insurance thereafter, unless the vessel is actually at sea on insurance of prior date.

The Illinois Central has let the first contract for grading on the new Fort Dodge-Omaha line to James H. McShane & Co. of Omaha. Four parties of surveyors are now at work on the proposed route between Fort Dodge and Council Bluffs.

A new traffic arrangement has been perfected by which all the Chicago business of the Winona & Western Railroad goes over the Milwaukee & St. Paul line, and the joint tariffs via the Northwestern and Burlington lines have been abolished.

The Michigan Central has formed a combination with Canadian railway and steamship lines to make a new through line for grain to Newfoundland, via Canada. The new route enables exporters to the provinces to ship all the way through Canada instead of by sea from Boston and New York.

The West Coast Trade says that one important matter to come before the next Legislature of Washington will be to make provision for successful enforcement of the law compelling grain carriers doing business in Washington to deliver wheat at Puget Sound points, at regular prescribed rates, when demanded.

The surveying corps of the Kansas, Oklahoma Central & Southwestern Railway Company has permanently located the line from Coffeyville, Kans., to Vernon, Texas, via Bartlesville, Pawhuska, Pawnee, Stillwater, Guthrie, El Reno, Fort Sill and Mangum, Okla. A large force of men is already at work grading at Bartlesville.

The Wabash has revised its switching tariff at Chicago, providing the following: "A charge of \$2 will be assessed on carload freight arriving via the Wabash, reconsigning to connecting lines. This includes delivery via the Belt, the Chicago Junction Railway, and via joint and foreign tracks, with Wabash engines, excepting via the Air Line."

The Maryland State Board of Public Works has decided to sell all the interest of the state in the famous Chesapeake & Ohio Canal, now in the hands of a receiver. This interest has cost the state in one way or another about \$25,000,000. It is understood that the present action is being taken for the purpose of enabling the Baltimore & Ohio Railway reorganization managers to obtain a title to the

property and to use it in connection with the present system. The canal extends from Georgetown, D. C., along the banks of the Potomac River to Cumberland, in Alleghany County, Md., and was the first canal built in the United States.

The Cincinnati roads have put into force a new demurrage rule, to the effect that the consignee shall pay \$1 per day for cars of grain and hay remaining unloaded after 48 hours after arrival. In case of delay in rebilling orders for cars, the rule enables the consignee, at the expiration of 48 hours, to have the car switched to another road and thus get 48 hours more, or five days in all, free of demurrage.

The Kansas City, Pittsburg & Gulf is said to be looking to New Orleans as an export point in place of Port Arthur. This news came from New Orleans, however, and before the late decision of the Texas Supreme Court in favor of the Port Arthur Route in a condemnation proceeding, which will enable the road to now improve the channel for ocean vessels from Port Arthur to the Gulf, as originally contemplated.

There is talk of a real, bona fide advance in grain rates east after January 1. In this connection is a rumor of a movement to secure a readjustment of rates to favor Kansas City by removing the basing point for eastbound rates west to that city from the Mississippi. The fact that Kansas City is a natural primary market for grain gives color to the rumor; but St. Louis endeavors to prevent the change which Kansas City merchants are striving to bring about.

The season just closed has been conspicuous for the advance made by the Canadian grain route in carrying grain. The Parry Sound, Owen Sound and Midland routes have all made substantial gains in quantity of their traffic, and while there has been no apparent invasion of the Buffalo route, which has handled more grain than ever, it is evident that the latter route will have, from this time on, substantial competition to meet from the Canadian lines.

The report of the Senate Committee, appointed to investigate and report upon the feasibility of the construction of a canal from Georgian Bay to Montreal, Quebec, via Lake Nipissing and the Ottawa River, has been published. The report states that from an engineering standpoint, no physical difficulty exists in the construction of such a waterway. The total distance from the mouth of French River, on Georgian Bay, or Lake Huron, to Montreal, is 320 miles. Of this total distance 351 miles are naturally navigable and 78 miles can be improved to be made suitable for navigation by steam vessels, leaving 29 miles of canalizing. This, however, includes the Lachine Canal, already built, further reducing the amount of canalizing required to nearly 21 miles.

The trans-Missouri lines at Kansas City have put a new switching rule into effect. Heretofore shipments to Kansas City have been sent to the various elevators without cost to the shipper or receiver; but when the Grand Island road entered the city it took the position that it would not deliver shipments to elevators, mills or places of business other than those located on the Suburban belt. As the Suburban belt is used as a terminal by the Grand Island, they practically restrict delivery to their own line. The elevators have served notice that they will not absorb any switching charges and will only receive shipments when they are delivered to the elevator. This throws the burden on the receiver, who will in turn demand payment of switching charges from the shipper.

Chicago railways have amended their local rules regarding the detention of cars of grain, hay and straw, as follows: On cars containing grain in bulk, baled hay or straw, car service will begin to accrue after the expiration of forty-eight hours, from 12 o'clock noon of the day of arrival, provided that the freight, if subject to inspection at Chicago, has been inspected before 10 o'clock a. m. of that day. If inspection is made after 10 a. m. car service charges will begin forty-eight hours from 12 o'clock noon of the following day. Cars held for reconsignment or for switching orders will be allowed twenty-four hours for placing of orders. For detention exceeding twenty-four hours car service charges will be collected by the road upon whose tracks the detention occurs before delivery is made, so that forty-eight hours' free time for unloading shall follow the car. These rules do not apply to cars loaded with bran and feed.

The point of immediate interest to country shippers in the forthcoming report of the Illinois Railroad and Warehouse Commission is that having reference to the construction of new roads in this state. The report says: "We firmly believe that in a state so completely covered with a network of railroads laws should be passed placing entirely in the hands of the Commission the discretionary power to pass upon the advisability of the construction of any new road, thereby preventing the mercenary speculator from preying upon the credulity of the public by placing upon the market bonds issued for the construction of a railroad

which can never even pay its operating expenses. There can be no reason given why a parallel line should be constructed between points where two or more railroads already run, and we recommend that such legislation be enacted as will require a proper certificate to be obtained from the Railroad Commission before articles of incorporation can be granted for the construction of any new railroad in the state, certifying to the necessity of the road, and that the company has the necessary capital for the construction of the same."

GRAIN EXPORT ITEMS.

The first ship of the California wheat fleet to England sailed July 9 with 4,200 tons of wheat, and arrived at Falmouth, via Capetown, November 5, 119 days out.

The grain fleet at Portland, Ore., on November 15 was 22 vessels, with a carrying capacity of 60,000 tons of grain. All but one were chartered with their cargoes waiting for them.

Shipments of wheat from Tacoma are resacked in heavy twill sacks holding 200 to 225 pounds each, when destined for Europe, the jute bags not being considered strong enough to stand the handling.

Between August 1 and November 7 292 vessels were chartered to load full cargoes of grain at New York, Philadelphia, Baltimore, Norfolk and Newport News, their total capacity being 36,489,600 bushels. Of that number 166 were to load after November 1.

St. Louis traders expected a small crash December 1, when it was learned November 23 that of the 1,560,074 bushels of wheat in St. Louis public elevators 650,000 bushels, or nearly one-half of the total stock, had been sold for immediate shipment and would be loaded out as fast as possible.

Philadelphia's exports of grain for the first eleven months of 1898 were 6,649,128 bushels in excess of last year, there being an increase of corn, oats and rye, but a decrease of wheat. The totals were as follows: Wheat, 4,006,884 bushels; corn, 25,319,251 bushels; oats, 5,680,347 bushels; rye, 901,222 bushels.

Baltimore's November export business in grain beat all her previous records by a large amount. For the 11 months of 1897 the total business was not as great as for the same period of 1897, the increase of 85,995 barrels of flour and 360,924 bushels being offset by a decrease of 3,511,590 bushels of corn and 269,867 of oats. The totals for 1898 were 2,411,798 barrels of flour, 15,664,961 bushels of wheat, 39,536,418 bushels of corn, and 5,000,529 bushels of oats.

Montreal's grain export for 1898 (to December 1) increased 21,184,000 bushels, compared with 1897. This total grain includes all grains and seeds exported, the gross total of which was 44,413,858 bushels. The principal gains were made by corn (12,586,358 bushels), and oats (4,350,754 bushels). The new Parry Sound route is credited with having aided materially in augmenting the volume of grain handled by Montreal. The largest trans-Atlantic buyers of wheat were Liverpool, Bristol, Glasgow and Leith, in the order named; of corn, Liverpool, London, Glasgow, Hamburg, Bristol and Belfast; of oats, London, Glasgow, Hamburg and Bristol.

THE FARMERS' FRIENDS.

A recent circular of C. A. King & Co. of Toledo contains the following defense of the grain dealers as the farmers' friends, which is worth repeating:

"Grain dealers are the farmers' best friends.
"This is gospel truth.
"Who provides the farmers with a daily cash market for grain?
"Who erects elevators, city and country, providing storage room?
"Who advances money and allows them to sell when they please?
"Who enables them to take advantage of favorable markets, including such Klondikes as Mr. Leiter provided last spring?
"Who competes with the local millers in buying?
"Who takes their small lots until he accumulates carlots?
"Who handles and saves so much of their damaged from spoiling?
"Who builds up the different markets, attracting speculative, domestic and foreign demand, helping to secure farmers fair prices?
"Grain dealers are entitled to the support of the farmers. They are not highway robbers. Competition has reduced terminal charges everywhere. Fifteen years ago the elevation and commission charge here was two and one-half cents. Now it is hardly a small cent per bushel. Most of the coarse grains go direct from the interior to the consumer or exporter. How happy manufacturers and others would be if they were provided with a daily cash market for their products."

BARLEY AND MALT

E. Vollbrecht, brewer, at Le Sueur, Minn., was recently burned out.

Samuel Pritz, of the firm of Elsas & Pritz, Cincinnati, dealers in malt and hops, is dead.

Iowa barley buyers claim that one-fourth of the crop is still in farmers' hands.

The Columbia Malting Company, Chicago, increased its capital stock from \$200,000 to \$300,000.

The Union Brewing Company of St. Louis is a new corporation, of which F. W. Schumacher is secretary.

The maltsters at Albany, N. Y., have agreed to employ union workmen only and to pay \$11 per week.

Arizona barley has reached a price at which shipments have ceased, the grain being held for feed at home.

The Monarch Brewing Company of Baltimore has been organized to build a 200,000-barrel brewery in that city.

The Independent Malting Company's new malt house at Davenport, Iowa, is about ready for the interior work.

The new malting plant of the Lytle-Stoppenbach Company of Jefferson Junction, Wis., will be ready early in January.

Twenty-one breweries in Baltimore are to be consolidated as the Maryland Brewing Company, with \$15,000,000 of capital.

The Wisconsin Malt & Grain Company of Appleton is fitting its plant with a system of automatic sprinklers for fire protection.

Barley has been strong and active since early in November, and has made an advance of 11 to 12 cents since the crop began to move.

The production of barley in the United States has increased from 44,000,000 bushels in 1888 and 68,000,000 in 1890 to 90,000,000 this year.

Negotiations are in progress to consolidate the breweries of Pittsburg and Allegheny, Pa., making one company, with capital of \$20,000,000.

Rudolph & Heger of Jefferson, Wis., are buying barley at Janesville, having two men at work in the latter place, one of whom is canvassing the farms for barley.

The exports of barley from all countries to Europe for the first three months of the crop year were the largest for any time for the past three years, and were 34,272,000 bushels.

The Russian crop of barley this year is estimated at about 100,000,000 bushels more than last year, and about 80,000,000 bushels more than the crop of 1896 or the crop of 1895.

Hiram Thomas Mirick, a well-known maltster of Lyons, N. Y., died November 10 of cerebral paralysis, aged 70 years. He was a native of Pennsylvania, having been born near Harrisburg, but went to Lyons as a boy with his father. His business has always been malting and milling.

John Dunfee of Syracuse, N. Y., has bought the Scott Malting Company's plant at Lyons. It is said Mr. Dunfee is acting in the interest of a number of Syracuse brewers, who desire to do their own malting. The plant has the Galland-Henning pneumatic system, with 300,000 bushels' annual capacity.

Malt sprouts, as one-third of the cow ration, is recommended when sprouts can be had at a moderate price. Returned to the soil in the shape of manure from the cows, the value of the malt sprout as a fertilizer is about \$12 a ton, and consists of 3.55 per cent of nitrogen, 1.43 per cent of phosphoric acid, and 1.63 per cent of potash.

A new German malt klin has an upper floor which appears to be quite separate from the lower floor, so far as the circulation of the warm and cold air is concerned, as well as the furnace gases. The furnace and horizontal heating pipes are so arranged that the gases from the former can be sent either through the lower or the upper floors, or through both of them at once.

Commenting on Washington barley, State Grain Inspector E. P. Wright is quoted as saying that some brewers are of opinion that the spring-grown ordinary blue barley is the best for brewing, inasmuch as its richness in saccharine matter is greater than that of the white barley formerly preferred. This is causing the demand for Washington barley to grow year after year. While the demand from the United Kingdom for this barley has been good

for several years, this state has never been called upon to export it until the shortage in California this year.

The preliminary official crop report for the year in France gives the area of barley as 2,088,880 acres, against 2,119,040 for 1897; and the yield as 50,573,890 bushels, against 39,899,294 in 1897; quality below the average.

The Skillin & Richards Mfg. Co. of Chicago has the contract for the entire machinery equipment to go in the 200,000-bushel capacity addition to the grain elevator of Albert Schwill & Co. at South Chicago. The Barnett & Record Co. of Minneapolis were the contractors. The addition will cover a tract 58x72 feet in size and will cost \$14,000.

John W. Hassmann of Chicago has been granted a patent on a steep tank for malsters (No. 612,386, October 11). The apparatus has a plurality of perforated air ducts arranged concentrically around the bottom of the steep tank, each of said ducts extending half way around said bottom of said tank and being closed at its ends, pipes or passages, establishing communication between all of said air ducts on each side of said tank, and connection between said ducts and a suitable source of supply of air under pressure, substantially as described.

A committee of Irish brewers has been formed to stimulate the horse production of barley. There is much variation in the quality of Irish barley, owing partly to the use of indifferent seed and to the defects in the methods involved in harvesting and thrashing operations. With a view to impressing these facts on the growers of barley, the committee have placed themselves in correspondence with the principal buyers in those districts where this grain is cultivated, and a scheme has been formulated by which £250 will be awarded in 70 prizes, varying in value from £20 down to £2, and open to competition from all parts of Ireland.

Mr. James Tyrrel, a prominent barley merchant in Dublin, Ireland, speaking of this year's crop, says there were about 160,000 acres sown to barley in Ireland, and the yield was 40 to 50 bushels to the acre. The best quality of native barley remains in the island, and finds purchasers among the large porter breweries and the numerous distilleries for which Ireland is noted. A portion of the secondary qualities is, however, exported. Mr. Tyrrel says his firm imports considerable quantities of barley of premier grade from the east coast of Scotland, which are best suited to the breweries and distilleries of Dublin, and very little, if any, of the barley required for malting purposes is drawn from the Pacific Coast.

THE BARLEY MOTH.

The barley moth, says the Wochenschrift fuer Brauerei is much more difficult to detect in the grain than the weevil, its color approximating to that of the grain more than does the latter; and being a nocturnal moth it is very lazy in the daytime. The female lays her eggs in reddish clusters, frequently selecting the groove on the under side of the grain as a receptacle. The caterpillar, which greatly resembles that of the weevil, though somewhat larger than the latter, bores its way into the grain and when full-grown spins a silky cocoon in which to pass the pupal stage. The excrement of this grub is readily distinguishable from that of the weevil larvae by its form, which is shorter and thicker, more in the shape of a grape.

By reason of the protected condition of the larvae of these pests when enveloped in the grain, it is evident that any treatment for their extinction must, in order to be effective, be continued until they have emerged from their shelter. The admission of light, to which the insects have great antipathy, will afford some assistance in preventing their ravages, and it is also possible that the ichneumon flies, which are generally found to be plentiful near infested malt heaps, may be parasitic on the moth and weevil—although this has not so far been proved—in which event it might be feasible to make use of such natural enemies in the campaign of extermination.

RISK IN HOLDING BARLEY ON RAILROAD TRACKS.

Certain barley, shipped by railroad to East St. Louis, was turned over to a terminal company and destroyed by fire before the railroad had made new way-bills therefor, though most or all of it was designated as being for St. Louis, Mo. Was the railroad liable for the loss? The United States Circuit Court of Appeals says, *Bosworth vs. Chicago, Milwaukee & St. Paul Railway Co.*, 87 Federal Reporter, 72, that it appeared that shipments of barley, including those in dispute, were made to or by way of East St. Louis in order that the cars should come into the possession of the terminal company there for transfer in pursuance of an understanding amounting to an agreement between the terminal company and the consignees that the company should hold the cars on its tracks and afford other facilities about its yards at East St. Louis, until the consignee of a car should sell

the barley and determine and give notice to what point the transfer should be made. Such being the case, the court holds that this agreement was equivalent to a specific direction by the consignee upon the receipt of each car by the terminal company, that the car should be held for further orders; and in that situation, whatever otherwise might have been the duty of the railroad, it was under no obligation to notify the consignee of the arrival of a car, and it was not material whether such notice was given or not. The consignees, whether buyers of the barley or agents of the shippers, had authority, in the absence of notice to the contrary, to direct what disposition should be made of the cars on their arrival at East St. Louis, and the legal result was the same as if the terminal company's possession and detention of the cars had been with the consent or direction of the shippers themselves. Moreover, while the court holds that, under the circumstances, the railroad was not liable when the barley was destroyed, it suggests that the liability of the terminal company would not be any more than that of a warehouseman.—Western Brewer.

A TOO ASPIRING FARMER.

A dealer from west of Toronto, who was in the city a few days ago, related an instance of a farmer in his district who envied the supposed profits of dealers, and determined to go into the business himself. Not being acquainted with the routine of running a country grain business, he engaged the services of a clerk in a neighboring grain firm, hired a store, and commenced receiving grain from the farmers in the neighborhood. This was last spring, when the belief and cry was that oats were going to 45 cents in the country, and wheat to \$2 sure, as Leiter then had control of the deal in Chicago. The farmer, being well-to-do, had a good sum to begin with on deposit at the local bank, and quite an extended credit besides, and commenced operations under apparently the most auspicious circumstances.

The farmers from the section of country around, wishing to encourage one of their own fraternity, carted their grain to the new concern, but not before they had ascertained the prices which the opposition dealers were prepared to give. The result was that the agricultural grain merchant had to pay about one-half cent per bushel more than the market value, as his confederates in agriculture managed to impress upon him that they had been offered such and such a price for their wheat and oats by the other dealers in the place, and thus they squeezed the extra price out of him as soon as they pretended to start with their loads to the other dealers. For all this, however, prices commenced to advance, and as the new dealer kept on accumulating his wheat and oats, his fortune appeared to be growing bigger and bigger, while the farmers were having a good time in giving him all the grain they could spare, and he seemed perfectly satisfied, as he had made up his mind that Leiter was the only man who knew what he was about, and that "wheat was bound to advance to \$2, and oats to 45 cents right here." In fact, if any buyer happened to ask what he would take for his grain, he would simply scowl and reply: "Wheat ain't up to \$2, and oats ain't up to 45 cents."

The country banker was of the same opinion as the aspiring farmer, and encouraged the latter to keep on buying until prices had advanced to top rates, and, although he could have got out at a splendid profit, he stubbornly refused to realize. Prices soon commenced to tumble rapidly, and although he then tried to unload, it so happened that every time he reduced his offers to sell, they were several cents above market values, until he stood to lose considerable money. It is said that wheat which cost him \$1.08 to \$1.10 was sold at 74 cents and 75 cents, and oats that cost him 35 cents and 36 cents, realized 27 cents and 28 cents. He stood his losses, however, manfully, paid off his bank's advances, and the only real inconvenience he was put to was the mortgaging of about 90 acres of land. He had had enough of business, in the short space of a few months, to quit it, and now the farmers all around express their regrets, as they swear that he was the best fellow they ever dealt with. Of course, he did not do a very extensive business, but it was ample enough to check his aspirations in the grain trade, as it is estimated that he lost about \$12,000.—Montreal Trade Bulletin.

A National Flax, Hemp, Ramie and Silk Association has been organized at Omaha, of which Hon. J. Sterling Morton is president. The purposes of this Association are the promotion of improved methods of flax, hemp, ramie and silk culture, and of improved preparation of fiber in the United States, the promotion of their uses by American manufacturers, the enactment of suitable national and state legislation, and in general the advancement of American flax, hemp, silk and ramie interests in every manner practicable.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

An Option to Be Binding Requires a Consideration.

If a person offers to sell some kind of grain, for example, to another, or to transfer that which represents a right of action, and agrees to keep the offer open to a given day or for a reasonable time, during which the person to whom it is made may accept, that, says the Supreme Court of Utah, in the recent case of Walker vs. Bamberger, 54 Pacific Reporter, 108, is an option; and the person making the offer will be bound to keep it open if a sufficient consideration for so doing is given, but he will not be bound without such a consideration. Where an option, not reduced to writing, on an option, is taken, and all its terms are complied with, the transactions will be taken out of the statute of frauds, and be regarded as valid, the court further holds.

Power of National Banks to Purchase Wheat.

In an action brought to recover judgment against a national bank for the purchase price of 422 bushels of wheat, which, it was alleged, was sold to the bank and, at its special instance and request, delivered to a certain third party, counsel for the bank argued that national banks are not authorized to buy and speculate in wheat. But the Court of Appeals of Kansas holds, August 19, 1898, in the case of First National Bank of Great Bend vs. Bannister, 54 Pacific Reporter, 20, that conditions may arise under which national banks may purchase wheat. For example, if it is necessary to seed a farm that a national bank had been compelled to purchase under an execution in its favor; or in order to protect a claim owing to the bank; or in any event where the purchase is necessary to protect the bank's interests, the court holds it can purchase wheat.

Liability of Warehouseman for the Unfitness of Place of Storage.

Damages are not recoverable from a warehouseman, a bailee for hire, because of injury to the goods stored through the unfitness of the warehouse as a place of storage, where the bailor, or person storing the goods, has equal opportunities with the bailee of knowing whether his goods are liable to injury by storage in an unsuitable place.

So holds the Supreme Court of Kansas, in the case of Parker v. The Union Ice & Salt Co., October, 1898, 54 Pacific Reporter, 672. It says that the ordinary rules of liability for negligence and contributory negligence obtain in cases of bailment or storage. Therefore, a bailor who knows the unfitness of the place of storage of goods provided by his bailee, or who has equal opportunities with the bailee of knowing it, who sees and inspects the place of storage, and who—there being no latent defects in it—passes judgment upon it as a fit place for his purposes, will be deemed equally at fault with the bailee, or warehouseman, if damage result to his goods.

The cases upon this precise question do not seem to be numerous. Furthermore, the court itself remarks that it will be observed that the rule announced is not stated as inclusive of the liability of bailees considered as public in character, such as common carriers, because it did not have such a case before it.

Nor does the court in this case attach any special importance to the representation contained in a circular letter sent out that the place of storage in question was free from taint. It says that the law implied as much without any affirmative representation, to those who were ignorant and without opportunity of knowing for themselves.

Entitled to An Accounting.

"Received of W. J. Garrett \$1,408.61, to be invested in seven cars of wheat bran, on a joint account of Garrett and Morris & Co., said sum to draw eight per cent. from date, the said bran to be sold at such time as agreed upon by Garrett and Morris & Co., and, when sold, the proceeds to apply to this account until all of this bran has been sold. Then the profit or loss accruing from said deal to be equally divided between said Garrett and Morris & Co., said Morris & Co. to handle the bran free of charge, except storage and insurance charges, and that expense is to come out of the proceeds of the sale of the bran."

Such was a receipt given by the Morris & Co. mentioned therein, which was from time to time followed by like contracts, Morris & Co. giving to Garrett, upon each advancement that Garrett made to them, a similar receipt to the above and also a dated memorandum in these words: "The following cars wheat bran paid for to-day, for which J. W. Garrett has our receipt." Then follow the initials of the cars, the number of sacks in each and

their weight. "Same to be stored in our warehouse. (Signed), E. S. Morris & Co."

Subsequently, Garrett filed a petition for an accounting, and asked for a decree for the amount that might be found due him. He introduced in evidence the above-described receipts, showing that Morris & Co. had received the money, and also introduced the memoranda attached to each receipt, showing the number of cars, number of sacks and their weight, and that they had purchased this quantity of bran with the money. Besides, he proved verbally the value of the bran.

This, the Supreme Court of Georgia holds, Garrett vs. Morris, 30 Southeastern Reporter, 685, was sufficient to make out a prima facie case, and cast the burden upon Morris & Co. of showing what disposition they had made of the bran and the proceeds thereof. In support of this, the court cites Pearce vs. Pearce, 77 Ill. 284, in which it says that the Supreme Court of Illinois ruled that: "Where a partnership was entered into for the building of a mill, the complainant putting in money to be repaid when the mill was completed and established in business, he taking no interest in the real estate or machinery, it was held that he was to be repaid out of the profits, and also his share of the profits; and where, in such a case, the defendant, who kept the books, refused to show what the profits were, it was held proper, in stating the account, to decree the repayment of the capital advanced by the complainant with interest thereon, he being willing to accept that. If the profits were less than the interest, the defendants should have rendered an account showing such fact."

Late Patents

Issued on Nov. 15, 1898.

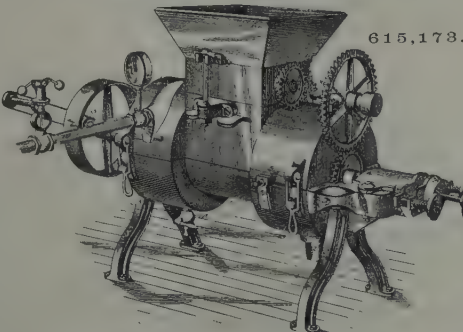
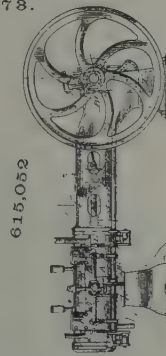
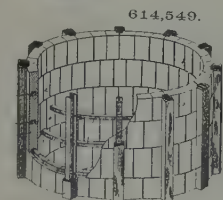
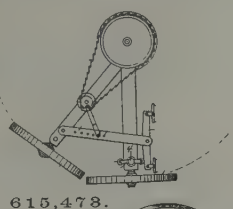
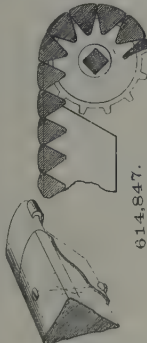
Belt Conveyor.—Amor J. Mason and James P. Mason, Philadelphia, Pa., assignors to the Mason Mfg. Co., of Pennsylvania. Filed Dec. 31, 1897. No. 614,306.

Issued on Nov. 22, 1898.

Grain Bin.—Olaf Hoff, Minneapolis, Minn. Filed Oct. 26, 1897. No. 614,549. See cut.

Issued on Nov. 29, 1898.

Endless Conveyor.—Joseph Dick, Canton, Ohio. Filed Dec. 3, 1897. No. 614,847. See cut.



Feed Mill.—John M. Hess, Ivester, Iowa. Filed July 26, 1897. No. 615,173. See cut.

Gas Engine.—Henrik C. Sträng, Chicago, Ill. Filed Feb. 11, 1895. No. 615,052. See cut.

Issued on Dec. 6, 1898.

Pneumatic Grain Tank Emptying Device.—Friedrich J. Weber, Connersville, Ind., assignor to the

Steel Storage & Elevator Construction Co., same place. Filed May 5, 1897. No. 615,328.

Supply Controlling Mechanism for Gas Engines.—John S. Klein, Oil City, Pa. Filed March 1, 1898. No. 615,393.

Horse Power.—Albert J. Boyce, Augusta, Okla. Filed Feb. 28, 1896. No. 615,473. See cut.

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The following standard works will be sent, postage paid, on receipt of prices given:

Robinson's Telegraph Cipher.—The publishers have recently revised this excellent work, and we are now prepared to supply the trade. Cloth binding, \$1.50; leather, \$2.00.

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Clark's Vest-Pocket Grain Tables.—A very useful and handy little book for grain buyers; to be used in reducing to bushels any quantity of grain or seeds up to 100,000 lbs. Size 2½ by 3½ in., 16 pages. 50.

Grain Dealers' and Shippers' Gazetteer.—This invaluable book contains official, corrected and revised lists of elevators, flour mills, grain dealers and shippers, track buyers and sellers, commission houses, etc., on the leading railway systems of the United States, it being issued under the indorsement and co-operation of their Freight Departments. Bound in cloth, 9x12 inches, 280 pages. Price, \$2.00.

Jennings' Telegraph Cipher and Directory to New England Trade.—A new guide to carload buying of grain throughout New England. A list of those engaged in the grain, feed and flour trade. Western grain shippers and millers wishing to do business in this territory will find this directory invaluable. The telegraph cipher has met with favor and is highly recommended by users. In fact the code part of the book is considered by many shippers superior to any other in use. It is modern and practical, a great money saver, and will prevent mistakes. Nicely bound in leather. \$3.00.

Clark's Grain Tables.—This work is published in several different forms, for use in different lines of business. In these tables pounds are reduced to bushels, so that a buyer can quickly determine the correct number of bushels in a load without doing any figuring. Their use effects a saving every day of more than time enough to pay for them. The edition intended principally for reducing team scale weights to bushels contains nine tables, and is bound in paper. Price 50 cents. This will be found invaluable to country buyers. A new edition, intended for shippers and commission merchants, reduces any quantity up to 64,000 pounds to bushels. It contains 16 tables, and is neatly bound in cloth. Price \$1.50.

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[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

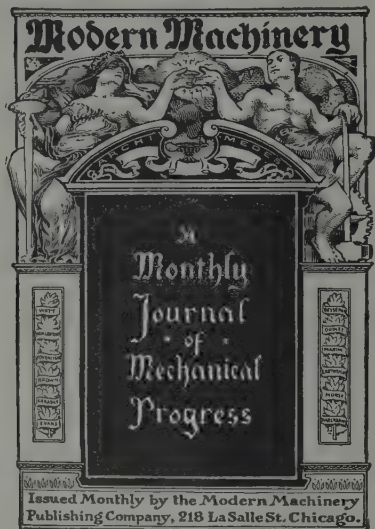
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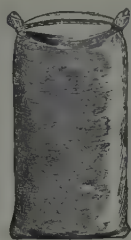
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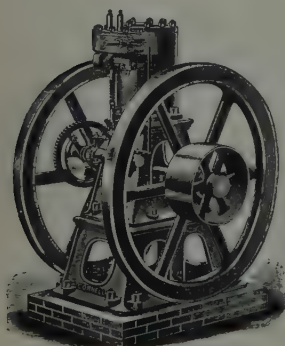
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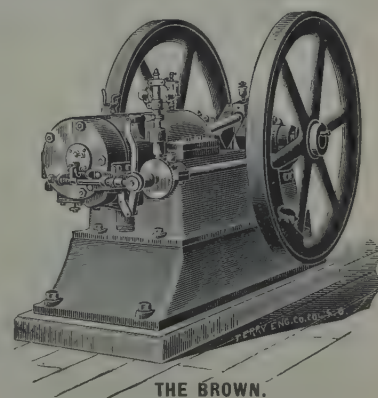
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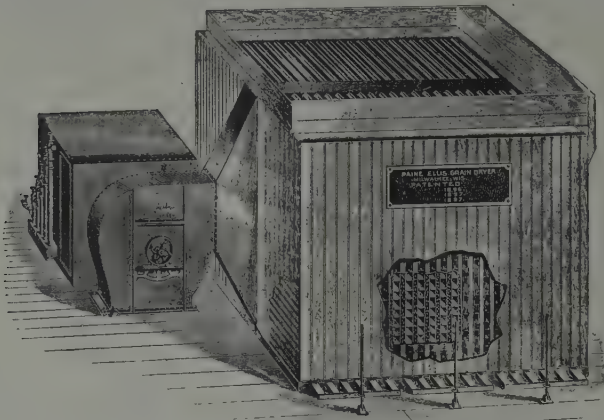


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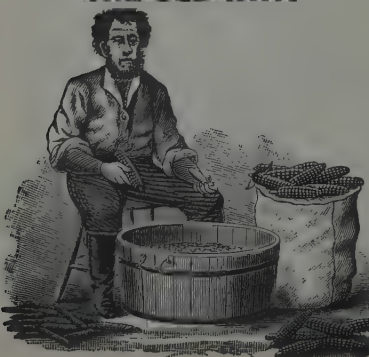
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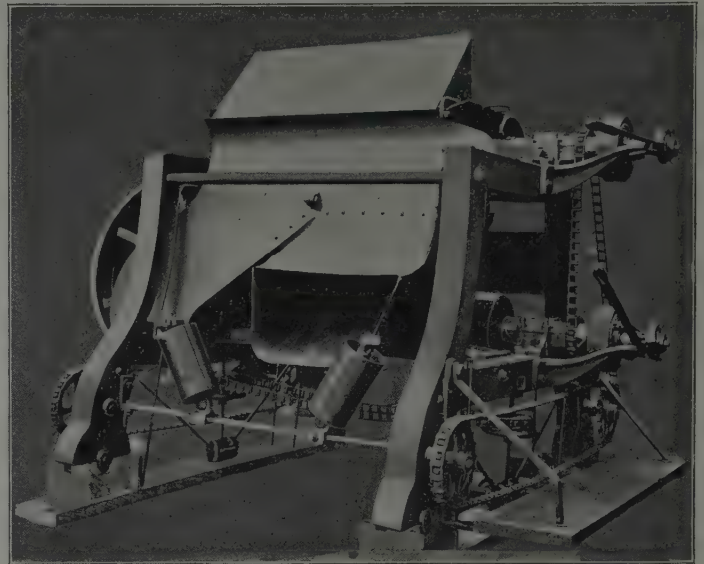
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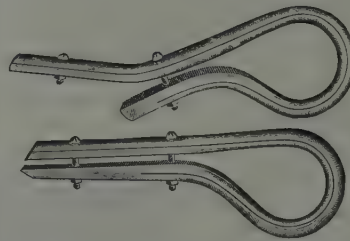
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They are a time and money saver.

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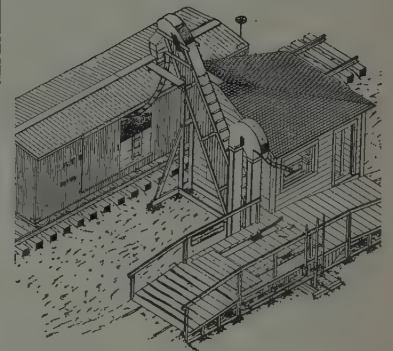
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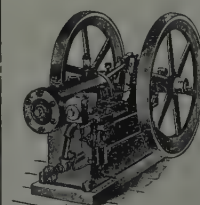


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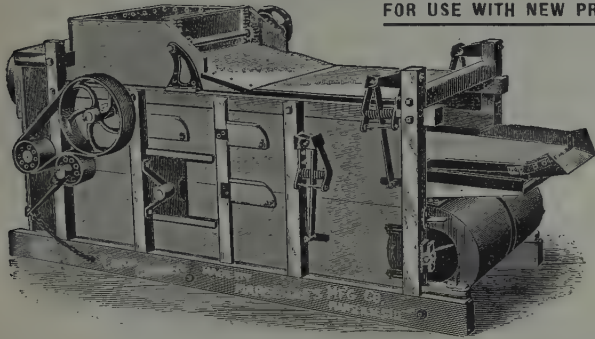
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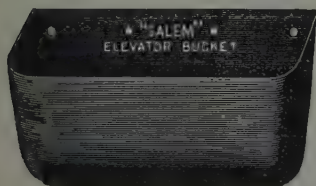
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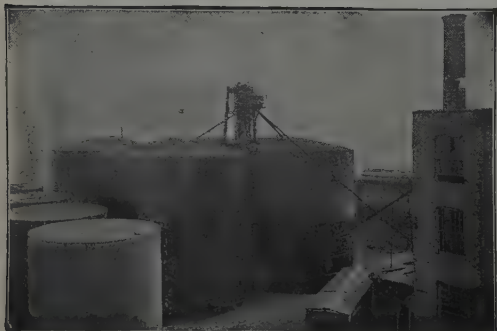
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Any Capacity.

1454, 1455 and 1456 Monadnock Block, Chicago, Ill.

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DESIGNER AND
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In Wood, Steel or Cement Construction.

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| Export Elevator, Buffalo, N. Y. | 1,000,000 |
| J. R. Booth Elevator, Parry Sound, Canada | 1,000,000 |
| Cleveland Elevator Company's Elevator, Cleveland, Ohio | 500,000 |
| Erie R. R. Transfer & Clipping House, Chicago, Ill. | 100 cars in 10 hours |
| Manchester Ship Canal Co.'s Elevator, Manchester, England | 1,500,000 |
| Burlington Elevator, Peoria, Ill. | 500,000 |
| Canada-Atlantic Railway Elevator, Coteau Landing, Que | 500,000 |
| Northern Grain Co., Manitowoc, Wis. | 600,000 |
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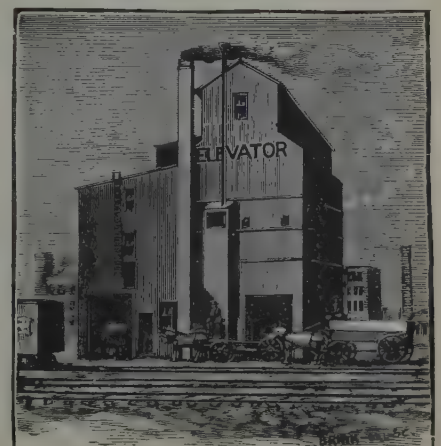
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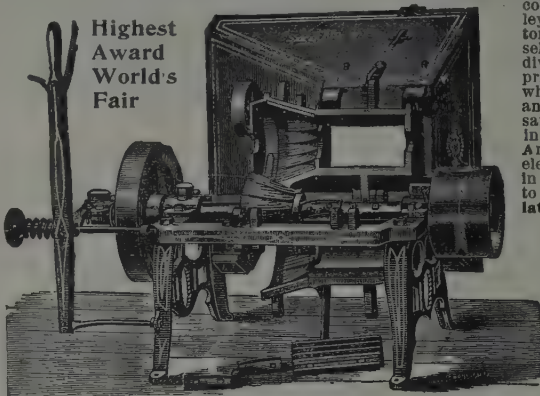


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The conical burrs give large capacity with moderate power. Ahead of rolls or burrs in speed and quality of work for grinding all kinds of grain into first-class feed. Will crush corn and cob and grind oats, rye, barley, wheat, shelled corn, cottonseed, oil cake, etc. Has self-feeder for ear corn. The divided hopper makes it practical to grind oats, wheat or other small grain and crush ear corn at the same time, mixing the two in any proportion desired. Are sold with or without elevator attachment. Made in six sizes, ranging from 2 to 25 horse power. Get our latest circular.

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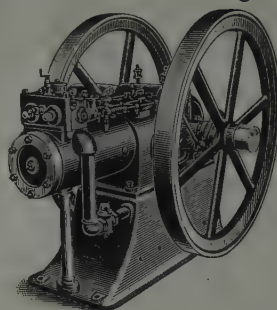
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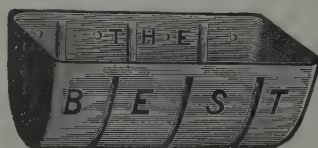
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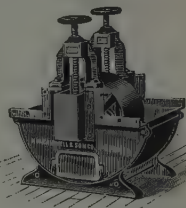
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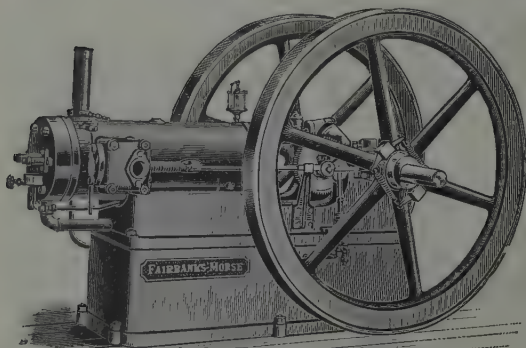
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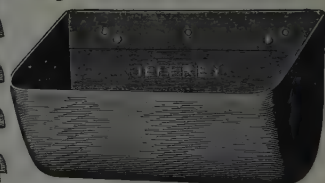
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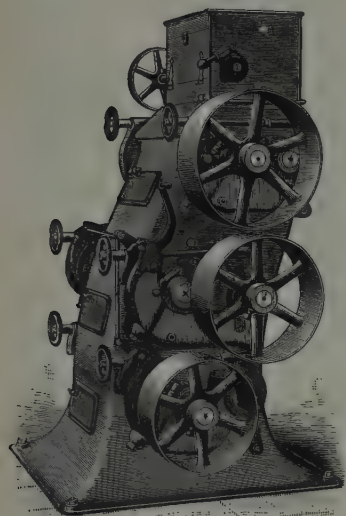
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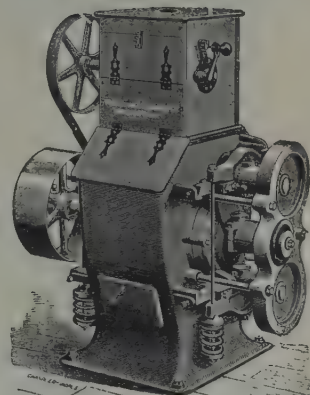


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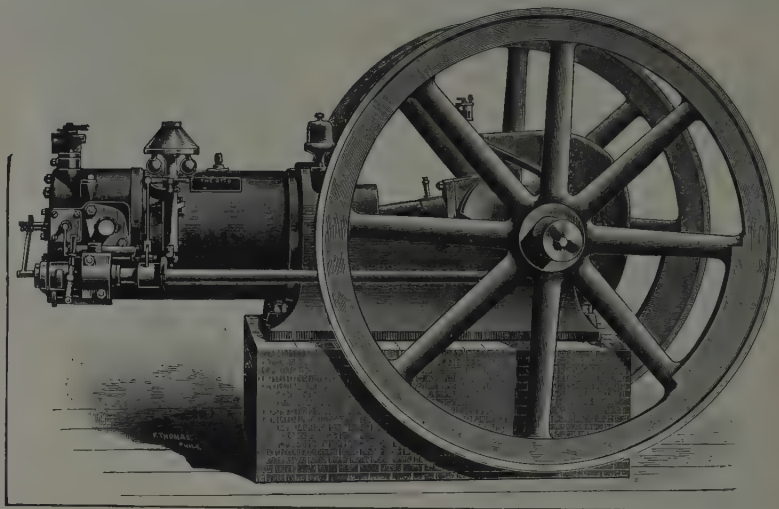
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It is the great illustrated business magazine of the flour and cereal milling industry.

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It covers broadly and completely the business of buying, selling and handling grain. It illustrates and describes the latest storage, handling and transportation achievements. It deals broadly and vigorously with all questions and usages affecting the welfare of the trade. It enters into the details of things sufficiently to be helpful to even the smallest dealer in his daily business.

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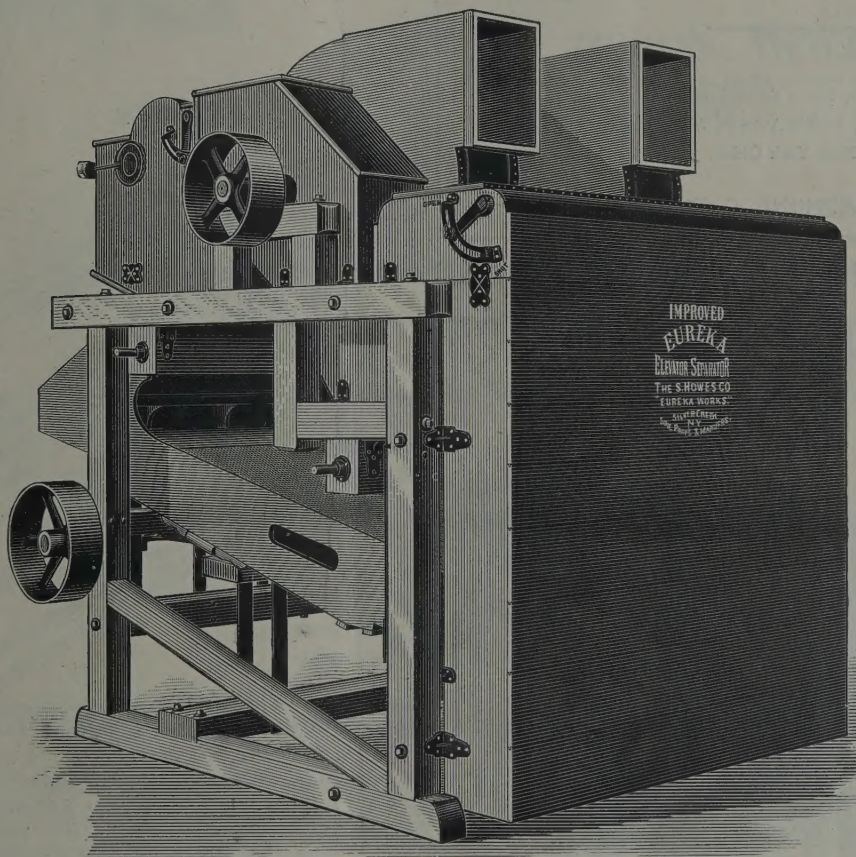
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The New Eureka Two-Fan Elevator Separator.

This is our latest and greatest success in this style of Separator. It is the only Separator having two separate and distinct fans, drawing air from four sides, and making three perfect sieve separations.



Our counterbalance shoe drive insures smooth and steady running.

This machine must not be confounded with so called double fan machines, that draw from one side only.

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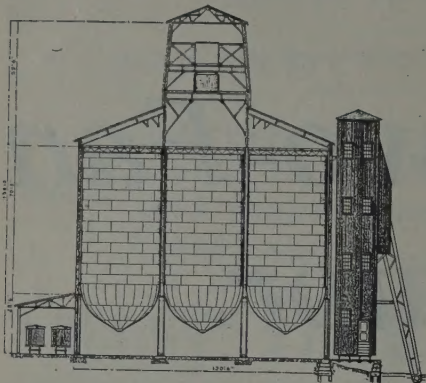
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Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

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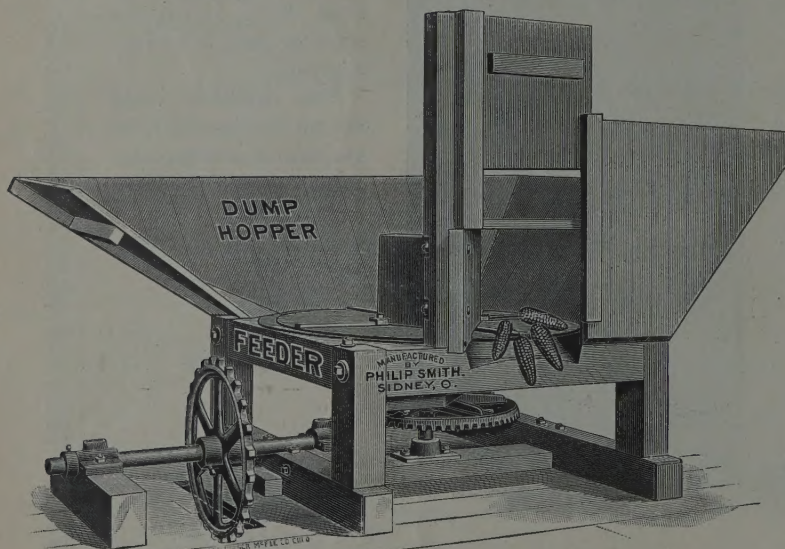
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SMITH'S Automatic Warehouse & Elevator Machinery.



The Marquis Patent Ear Corn Elevator and Sheller Feeder

Will feed corn from the dump to elevator, or sheller, with or without aid of a drag belt. Feed adjustable from 100 from 1,500 bushels per hour. Can adjust feed to any amount sheller will handle. Feeds to either sheller or elevator by changing reverse board. An even feed is a great advantage, increasing your output, and will show a big saving in repairs on engine and transmitting machinery. Runs easier and requires less attention than any so-called feed device on the market. Is but 18 inches high, 3 feet 4 inches square, all parts being heavy and durable. Applied to old dump at very little expense. Pays for itself many times over in one season. Saves the expense of one man. Over 7,000 in use, giving universal satisfaction.

Corn Shellers, Separators, Cleaners, Ear Corn Feeder, Dumps, Self-Cleaning Head and Boot, Drags, Conveyors, Etc. Also a full line of Elevator Supplies, Belting, Pulleys, Elevator Buckets, Etc.

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FROM ELEVATORS TO VESSEL, SHOWING SPOUT AND CARRIER COMPLETE AND CONNECTED TO BUILDING, ALSO MANNER OF ASSEMBLING PARTS OF SPOUT WHEN PARTIES CHANGE THEIR OLD SPOUTS.

WHEN PARTIES HAVE THE IRON TELESCOPE SPOUTS THEY CAN SLOT THEIR OLD SPOUTS AND MAKE A PERFECT RIG AS SHOWN IN DETAILS. IN SUCH CASES I WILL FURNISH EVERYTHING COMPLETE EXCEPT RIG FOR HANDLING TELESCOPE. COST OF RIG AND ALL PARTS ON APPLICATION.

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Supt. C.N. Elevators -
- WEST SUPERIOR, WIS. -

Consolidated Elevator Company.

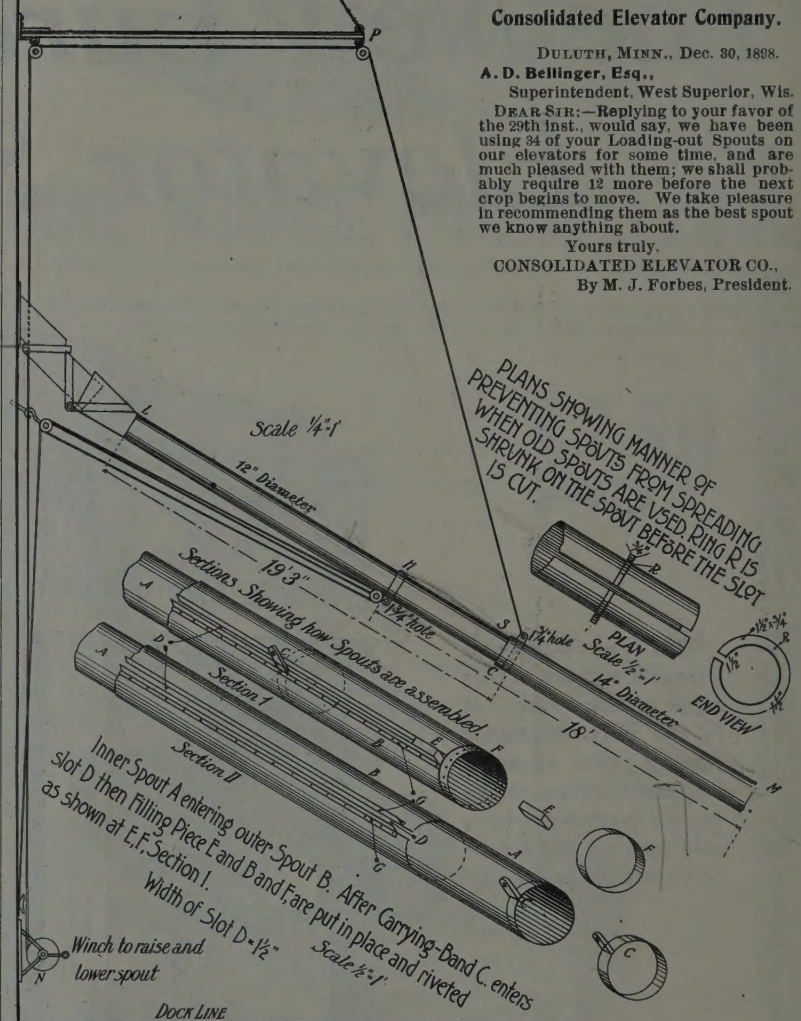
DULUTH, MINN., Dec. 30, 1898.

A. D. Bellinger, Esq.,
Superintendent, West Superior, Wis.

DEAR SIR:—Replying to your favor of the 29th inst., would say, we have been using 34 of your Loading-out Spouts on our elevators for some time, and are much pleased with them; we shall probably require 12 more before the next crop begins to move. We take pleasure in recommending them as the best spout we know anything about.

Yours truly,

CONSOLIDATED ELEVATOR CO.,
By M. J. Forbes, President.



This cut shows Bellinger's Patent Loading Spout, used to load grain from elevator to boat. This spout will save about one-half time in loading out, as you do not have to depend on unfit rigging furnished by the boats to handle the spouts. They are suspended from the side of the elevator by steel cables and swinging arms, in such a manner that the spouts do not have to be attached in any manner to the boat; therefore they are not liable to breakage from listing of boat; and when the boat is to be shifted from hatch to hatch, it is only necessary to swing the spout clear of the boat rigging, and before the boat is tied up the spouts can be swung over the hatch and grain started. The spouts can be lengthened or shortened at will without changing the pitch of spout. The winch used to hoist the spout can be worked by one man, and is so constructed that it is impossible to let go. This is important as the spout cannot fall and smash, which is quite common with the old-style rig.

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Superintendent Elevators,

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Metcalf's Improved Grain Dryer and Cooler

And Make Money.

This machine will rapidly restore to grade all wet or heated grain. It is doing it satisfactorily and profitably in the largest elevators in America and England; and we are prepared to guarantee that it will do the same for you.

During December we sold seven machines to parties who already have our drying plants.

One of these sales was to the Illinois Central R. R. Co. at New Orleans and consisted of two 1,000-bushel Dryers and one 1,000-bushel Cooler, which is an exact duplicate of the plant put in for this house two years ago.

Is this not eloquent testimony?

There has never been a time when a Grain Dryer and Cooler could be put in to such advantage as now, because there has never been so much wet and heated grain in the country. The man who puts in the first machine in your section will make the most money.

Please write us for descriptive catalogue and prices.

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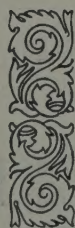
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THE HESS GRAIN DRYER

Dries a carload of damp corn
in thirty minutes.



Made to hold from 25 to
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Shows cost of bushels and fractional parts of bushels. Saves much time and labor.

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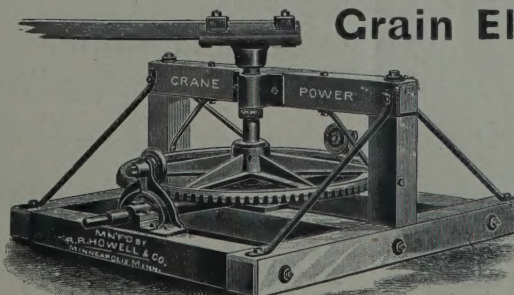
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Monitor Grain Cleaners

Monitor Oat Clippers

Will give better general satisfaction than other makes.



About all of the leading cleaning elevators are equipped with Monitors.

This machine stands alone—AT THE TOP.

Conceded by all users to be the best Cleaner made.



The only Separator built with two fans and a special vacuum chamber.

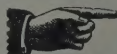
Four separate and distinct air currents act on the grain. These currents are regulated from vacuum or exhaust chamber; hence are positive, regular, and evenly distributed.

Results! The highest class of work that can be done.



No grade grain in the screenings.

To make a long story short: convince yourselves by going into any of the prominent modern cleaning elevators. You will find the Monitors at work there.



Are quite a few steps in advance of any machines of this type built.

This is a strong claim, but, like all claims we make, we are prepared to demonstrate it.

They are high grade in every respect and, like the Monitor Cleaners, are generally selected by the builders of modern cleaning houses.

Clipping houses claim that they can obtain better and more economical results with the Monitor than with any other Clipper.

Special attention has been given to the construction of the machines, all weak points overcome, and to-day they stand—the best built, the most durable, the best looking, the easiest regulated, and the lightest running Clipper on the market.



Do you need a Clipper? Are you in doubt as to the best? If so, go to any modern elevator (prominent house) and you will find them. That is all we ask. Your order will surely follow.

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